

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the Gen
Post Office in the United Kingdom

YOUR FORTUNE

is wrapped up in your eyes. If
they are weakened then your
earning capacity is lowered,
unless you bring them to their
normal state by the use of
ACCURATE GLASSES.

N. LAZARUS,
Optician,
12, Queen's Road C.

No. 20,323 號三十二百三第萬二第 日三初月七年亥癸 HONGKONG, TUESDAY, AUGUST 14th, 1928. 二拜禮 號四十月八年二十國民華中 PRICE, \$3 PER MONTH

INTIMATION

FRESH STOCKS

ALLSOPPS
BRITISH
PILSENER BEER

Specially Brewed

FOR

HOT CLIMATES.

SOLE AGENTS:

CALDBECK,
MACGREGOR

& CO. LTD.

15, QUEEN'S ROAD.

TEL 75 CENTRAL.

SPORTING.

SPORTING GUNS BY W. W. GREENER
and Other Makers—British, French, and
American—also SPORTING CARTRIDGES
of all descriptions.

Sportsmen are cordially invited to inspect
Samples of GUNS by WEBLEY and SCOTT
now on view at our Store.

THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
5-6, BEAUFIELD ARCADE.

PEAK TRAMWAYS CO.
LIMITED.

TIME-TABLE.

WEEK DAYS.		
7.00 a.m.	7.10 a.m.	every 15 minutes
7.20 "	7.30 "	" 10 "
7.40 "	7.50 "	" 10 "
8.00 "	8.10 "	" 10 "
8.20 "	8.30 "	" 10 "
8.40 "	8.50 "	" 10 "
9.00 "	9.10 "	" 10 "
9.20 "	9.30 "	" 10 "
9.40 "	9.50 "	" 10 "
10.00 "	10.10 "	" 10 "
10.20 "	10.30 "	" 10 "
10.40 "	10.50 "	" 10 "
11.00 "	11.10 "	" 10 "
11.20 "	11.30 "	" 10 "
11.40 "	11.50 "	" 10 "
12.00 "	12.10 "	" 10 "
12.20 "	12.30 "	" 10 "
12.40 "	12.50 "	" 10 "
1.00 "	1.10 "	" 10 "
1.20 "	1.30 "	" 10 "
1.40 "	1.50 "	" 10 "
2.00 "	2.10 "	" 10 "
2.20 "	2.30 "	" 10 "
2.40 "	2.50 "	" 10 "
3.00 "	3.10 "	" 10 "
3.20 "	3.30 "	" 10 "
3.40 "	3.50 "	" 10 "
4.00 "	4.10 "	" 10 "
4.20 "	4.30 "	" 10 "
4.40 "	4.50 "	" 10 "
5.00 "	5.10 "	" 10 "
5.20 "	5.30 "	" 10 "
5.40 "	5.50 "	" 10 "
6.00 "	6.10 "	" 10 "
6.20 "	6.30 "	" 10 "
6.40 "	6.50 "	" 10 "
7.00 "	7.10 "	" 10 "
7.20 "	7.30 "	" 10 "
7.40 "	7.50 "	" 10 "
8.00 "	8.10 "	" 10 "
8.20 "	8.30 "	" 10 "
8.40 "	8.50 "	" 10 "
9.00 "	9.10 "	" 10 "
9.20 "	9.30 "	" 10 "
9.40 "	9.50 "	" 10 "
10.00 "	10.10 "	" 10 "
10.20 "	10.30 "	" 10 "
10.40 "	10.50 "	" 10 "
11.00 "	11.10 "	" 10 "
11.20 "	11.30 "	" 10 "
11.40 "	11.50 "	" 10 "
12.00 "	12.10 "	" 10 "
12.20 "	12.30 "	" 10 "
12.40 "	12.50 "	" 10 "
1.00 "	1.10 "	" 10 "
1.20 "	1.30 "	" 10 "
1.40 "	1.50 "	" 10 "
2.00 "	2.10 "	" 10 "
2.20 "	2.30 "	" 10 "
2.40 "	2.50 "	" 10 "
3.00 "	3.10 "	" 10 "
3.20 "	3.30 "	" 10 "
3.40 "	3.50 "	" 10 "
4.00 "	4.10 "	" 10 "
4.20 "	4.30 "	" 10 "
4.40 "	4.50 "	" 10 "
5.00 "	5.10 "	" 10 "
5.20 "	5.30 "	" 10 "
5.40 "	5.50 "	" 10 "
6.00 "	6.10 "	" 10 "
6.20 "	6.30 "	" 10 "
6.40 "	6.50 "	" 10 "
7.00 "	7.10 "	" 10 "
7.20 "	7.30 "	" 10 "
7.40 "	7.50 "	" 10 "
8.00 "	8.10 "	" 10 "
8.20 "	8.30 "	" 10 "
8.40 "	8.50 "	" 10 "
9.00 "	9.10 "	" 10 "
9.20 "	9.30 "	" 10 "
9.40 "	9.50 "	" 10 "
10.00 "	10.10 "	" 10 "
10.20 "	10.30 "	" 10 "
10.40 "	10.50 "	" 10 "
11.00 "	11.10 "	" 10 "
11.20 "	11.30 "	" 10 "
11.40 "	11.50 "	" 10 "
12.00 "	12.10 "	" 10 "
12.20 "	12.30 "	" 10 "
12.40 "	12.50 "	" 10 "
1.00 "	1.10 "	" 10 "
1.20 "	1.30 "	" 10 "
1.40 "	1.50 "	" 10 "
2.00 "	2.10 "	" 10 "
2.20 "	2.30 "	" 10 "
2.40 "	2.50 "	" 10 "
3.00 "	3.10 "	" 10 "
3.20 "	3.30 "	" 10 "
3.40 "	3.50 "	" 10 "
4.00 "	4.10 "	" 10 "
4.20 "	4.30 "	" 10 "
4.40 "	4.50 "	" 10 "
5.00 "	5.10 "	" 10 "
5.20 "	5.30 "	" 10 "
5.40 "	5.50 "	" 10 "
6.00 "	6.10 "	" 10 "
6.20 "	6.30 "	" 10 "
6.40 "	6.50 "	" 10 "
7.00 "	7.10 "	" 10 "
7.20 "	7.30 "	" 10 "
7.40 "	7.50 "	" 10 "
8.00 "	8.10 "	" 10 "
8.20 "	8.30 "	" 10 "
8.40 "	8.50 "	" 10 "
9.00 "	9.10 "	" 10 "
9.20 "	9.30 "	" 10 "
9.40 "	9.50 "	" 10 "
10.00 "	10.10 "	" 10 "
10.20 "	10.30 "	" 10 "
10.40 "	10.50 "	" 10 "
11.00 "	11.10 "	" 10 "
11.20 "	11.30 "	" 10 "
11.40 "	11.50 "	" 10 "
12.00 "	12.10 "	" 10 "
12.20 "	12.30 "	" 10 "
12.40 "	12.50 "	" 10 "
1.00 "	1.10 "	" 10 "
1.20 "	1.30 "	" 10 "
1.40 "	1.50 "	" 10 "
2.00 "	2.10 "	" 10 "
2.20 "	2.30 "	" 10 "
2.40 "	2.50 "	" 10 "
3.00 "	3.10 "	" 10 "
3.20 "	3.30 "	" 10 "
3.40 "	3.50 "	" 10 "
4.00 "	4.10 "	" 10 "
4.20 "	4.30 "	" 10 "
4.40 "	4.50 "	" 10 "
5.00 "	5.10 "	" 10 "
5.20 "	5.30 "	" 10 "
5.40 "	5.50 "	" 10 "
6.00 "	6.10 "	" 10 "
6.20 "	6.30 "	" 10 "
6.40 "	6.50 "	" 10 "
7.00 "	7.10 "	" 10 "
7.20 "	7.30 "	" 10 "
7.40 "	7.50 "	" 10 "
8.00 "	8.10 "	" 10 "
8.20 "	8.30 "	" 10 "
8.40 "	8.50 "	" 10 "
9.00 "	9.10 "	" 10 "
9.20 "	9.30 "	" 10 "
9.40 "	9.50 "	" 10 "
10.00 "	10.10 "	" 10 "
10.20 "	10.30 "	" 10 "
10.40 "	10.50 "	" 10 "
11.00 "	11.10 "	" 10 "
11.20 "	11.30 "	" 10 "
11.40 "	11.50 "	" 10 "
12.00 "	12.10 "	" 10 "
12.20 "	12.30 "	" 10 "
12.40 "	12.50 "	" 10 "
1.00 "	1.10 "	" 10 "
1.20 "	1.30 "	" 10 "
1.40 "	1.50 "	" 10 "
2.00 "	2.10 "	" 10 "
2.20 "	2.30 "	" 10 "
2.40 "	2.50 "	" 10 "
3.00 "	3.10 "	" 10 "
3.20 "	3.30 "	" 10 "
3.40 "	3.50 "	" 10 "
4.00 "	4.10 "	" 10 "
4.20 "	4.30 "	" 10 "
4.40 "	4.50 "	" 10 "
5.00 "	5.10 "	" 10 "
5.20 "	5.30 "	" 10 "
5.40 "	5.50 "	" 10 "
6.00 "	6.10 "	" 10 "
6.20 "	6.30 "	" 10 "
6.40 "	6.50 "	" 10 "
7.00 "	7.10 "	" 10 "
7.20 "	7.30 "	" 10 "
7.40 "	7.50 "	" 10 "
8.00 "	8.10 "	" 10 "
8.20 "	8.30 "	" 10 "
8.40 "	8.50 "	" 10 "
9.00 "	9.10 "	" 10 "
9.20 "	9.30 "	" 10 "
9.40 "	9.50 "	" 10 "
10.00 "	10.10 "	" 10 "
10.20 "	10.30 "	" 10 "
10.40 "	10.50 "	" 10 "
11.00 "	11.10 "	" 10 "
11.20 "	11.30 "	" 10 "
11.40 "	11.50 "	" 10 "
12.00 "	12.10 "	" 10 "
12.20 "	12.30 "	" 10 "
12.40 "	12.50 "	" 10 "
1.00 "	1.10 "	" 10 "
1.20 "	1.30 "	" 10 "
1.40 "	1.50 "	" 10 "
2.00 "	2.10 "	" 10 "
2.20 "	2.30 "	" 10 "
2.40 "	2.50 "	" 10 "
3.00 "	3.10 "	" 10 "
3.20 "	3.30 "	" 10 "
3.40 "	3.50 "	" 10 "
4.00 "	4.10 "	" 10 "
4.20 "	4.30 "	" 10 "
4.40 "	4.50 "	" 10 "
5.00 "	5.10 "	" 10 "
5.20 "	5.30 "	" 10 "
5.40 "	5.50 "	" 10 "
6.00 "	6.10 "	" 10 "
6.20 "	6.30 "	" 10 "
6.40 "	6.50 "	" 10 "
7.00 "	7.10 "	" 10 "
7.20 "	7.30 "	" 10 "
7.40 "	7.50 "	" 10 "
8.00 "	8.10 "	" 10 "
8.20 "	8.30 "	" 10 "
8.40 "	8.50 "	" 10 "
9.00 "	9.10 "	" 10 "
9.20 "	9.30 "	" 10 "
9.40 "	9.50 "	" 10 "
10.00 "	10.10 "	" 10 "
10.20 "	10.30 "	" 10 "
10.40 "	10.50 "	" 10 "
11.00 "	11.10 "	" 10 "
11.20 "	11.30 "	" 10 "
11.40 "	11.50 "	" 10 "
12.00 "	12.10 "	" 10 "
12.20 "	12.30 "	" 10 "
12.40 "	12.50 "	" 10 "
1.00 "	1.10 "	" 10 "
1.20 "	1.30 "	" 10 "
1.40 "	1.50 "	" 10 "
2.00 "	2.10 "	" 10 "
2.20 "	2.30 "	" 10 "
2.40 "	2.50 "	" 10 "
3.00 "	3.10 "	" 10 "
3.20 "	3.30 "	" 10 "
3.40 "	3.50 "	" 10 "
4.00 "	4.10 "	" 10 "
4.20 "	4.30 "	" 10 "
4.40 "	4.50 "	" 10 "
5.00 "	5.10 "	" 10 "
5.20 "	5.30 "	" 10 "
5.40 "	5.50 "	" 10 "
6.00 "	6.10 "	" 10 "
6.20 "	6.30 "	" 10 "
6.40 "	6.50 "	" 10 "
7.00 "	7.10 "	" 10 "
7.20 "	7.30 "	" 10 "
7.40 "	7.50 "	" 10 "
8.00 "	8.10 "	" 10 "
8.20 "	8.30 "	" 10 "
8.40 "	8.50 "	" 10 "
9.00 "	9.10 "	" 10 "
9.20 "	9.30 "	" 10 "
9.40 "	9.50 "	" 10 "
10.00 "	10.10 "	" 10 "
10.20 "	10.30 "	" 10 "
10.40 "	10.50 "	" 10 "
11.00 "	11.10 "	" 10 "
11.20 "	11.30 "	" 10 "
11.40 "	11.50 "	" 10 "
12.00 "	12.10 "	" 10 "
12.20 "	12.30 "	" 10 "
12.40 "	12.50 "	" 10 "
1.00 "	1.10 "	" 10 "
1.20 "	1.30 "	" 10 "
1.40 "	1.50 "	" 10 "
2.00 "	2.10 "	" 10 "
2.20 "	2.30 "	" 10 "
2.40 "	2.50 "	" 10 "
3.00 "	3.10 "	" 10 "
3.20 "	3.30 "	" 10 "
3.40 "	3.50 "	" 10 "
4.00 "	4.10 "	" 10 "
4.20 "	4.30 "	" 10 "
4.40 "	4.50 "	" 10 "
5.00 "	5.10 "	" 10 "
5.20 "	5.30 "	" 10 "
5.40 "	5.50 "	" 10 "
6.00 "	6.10 "	" 10 "
6.20 "	6.30 "	" 10 "
6.40 "	6.50 "	" 10 "
7.00 "	7.10 "	" 10 "
7.20 "	7.30 "	" 10 "
7.40 "	7.50 "	" 10 "
8.00 "	8.10 "	" 10 "
8.20 "	8.30 "	" 10 "
8.40 "	8.50 "	" 10 "
9.00 "	9.10 "	" 10 "
9.20 "	9.30 "	" 10 "
9.40 "	9.50 "	" 10 "
10.00 "	10.10 "	" 10 "
10.20 "	10.30 "	" 10 "
10.40 "	10.50 "	" 10 "
11.00 "	11.10 "	" 10 "
11.20 "	11.30 "	" 10 "
11.40 "	11.50 "	" 10 "
12.00 "	12.10 "	" 10 "
12.20 "	12.30 "	" 10 "
12.40 "	12.50 "	" 10 "
1.00 "	1.10 "	" 10 "
1.20 "	1.30 "	" 10 "
1.40 "	1.50 "	" 10 "
2.00 "	2.10 "	" 10 "
2.20 "	2.30 "	" 10 "
2.40 "	2.50 "	" 10 "
3.00 "	3.10 "	" 10 "
3.20 "	3.30 "	" 10 "
3.40 "	3.50 "	" 10 "
4.00 "	4.10 "	" 10 "
4.20 "	4.30 "	" 10 "
4.40 "	4.50 "	" 10 "
5.00 "	5.10 "	" 10 "
5.20 "	5.30 "	" 10 "
5.40 "	5.50 "	" 10 "
6.00 "	6.10 "	" 10 "
6.20 "	6.30 "	" 10 "
6.40 "	6.50 "	" 10 "
7.00 "	7.10 "	" 10 "
7.20 "	7.30 "	" 10 "
7.40 "	7.50 "	" 10 "
8.00 "	8.10 "	" 10 "
8.20 "	8.30 "	" 10 "
8.40 "	8.50 "	" 10 "
9.00 "	9.10 "	" 10 "
9.20 "	9.30 "	" 10 "
9.40 "	9.50 "	" 10 "
10.00 "	10.10 "	" 10 "
10.20 "	10.30 "	" 10 "
10.40 "	10.50 "	" 10 "
11.00 "	11.10 "	" 10 "
11.20 "	11.30 "	" 10 "
11.40 "	11.50 "	" 10 "
12.00 "	12.10 "	" 10 "
12.20 "	12.30 "	" 10 "
12.40 "	12.50 "	" 10 "
1.00 "	1.10 "	" 10 "
1.20 "	1.30 "	" 10 "
1.40 "	1.50 "	" 10 "
2.00 "	2.10 "	" 10 "
2.20 "	2.30 "	" 10 "
2.40 "	2.50 "	" 10 "
3.00 "	3.10 "	" 10 "
3.20 "	3.30 "	" 10 "
3.40 "	3.50 "	" 10 "
4.00 "	4.10 "	" 10 "
4.20 "	4.30 "	" 10 "
4.40 "	4.50 "	" 10 "
5.00 "	5.10 "	" 10 "
5.20 "	5.30 "	" 10 "
5.40 "	5.50 "	" 10 "
6.00 "	6.10 "	" 10 "
6.20 "	6.30 "	" 10 "
6.40 "	6.50 "	" 10 "
7.00 "	7.10 "	" 10 "
7.20 "	7.30 "	" 10 "
7.40 "	7.50 "	" 10 "
8.00 "	8.10 "	" 10 "
8.20 "	8.30 "	" 10 "
8.40 "	8.50 "	" 10 "
9.00 "	9.10 "	" 10 "
9.20 "	9.30 "	" 10 "
9.40 "	9.50 "	" 10 "
10.00 "	10.10 "	" 10 "
10.20 "	10.30 "	" 10 "
10.40 "	10.50 "	" 10 "
11.00 "	11.10 "	" 10 "
11.20 "	11.30 "	" 10 "
11.40 "	11.50 "	" 10 "
12.00 "	12.10 "	" 10 "
12.20 "	12.30 "	" 10 "
12.40 "	12.50 "	" 10 "
1.00 "	1.10 "	" 10 "
1.20 "	1.30 "	" 10 "
1.40 "	1.50 "	" 10 "
2.00 "	2.10 "	" 10 "
2.20 "	2.30 "	" 10 "
2.40 "	2.50 "	" 10 "
3.00 "	3.10 "	" 10 "
3.20 "	3.30 "	" 10 "
3.40 "	3.50 "	" 10 "
4.00 "	4.10 "	" 10 "
4.20 "	4.30 "	" 10 "
4.40 "	4.50 "	" 10 "
5.00 "	5.10 "	" 10 "
5.20 "	5.30 "	" 10 "
5.40 "	5.50 "	" 10 "
6.00 "	6.10 "	" 10 "
6.20 "	6.30 "	" 10 "
6.40 "	6.50 "	" 10 "
7.00 "	7.10 "	" 10 "
7.20 "	7.30 "	" 10 "
7.40 "	7.50 "	" 10 "
8.00 "	8.10 "	" 10 "
8.20 "	8.30 "	" 10 "
8.40 "	8.50 "	" 10 "
9.00 "	9.10 "	" 10 "
9.20 "	9.30 "	" 10 "
9.40 "	9.50 "	" 10 "
10.00 "		

S. K. F. BALL BEARINGS

ON ALL MACHINES YOU ORDER.

We can supply Bearings for all kinds of Machines.
POWER SAVING. NO HOT BEARINGS.
SELF ALIGNING. REQUIRE LESS ATTENTION.

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.
SOLE AGENTS FOR HONGKONG.
Address: 2, Queen's Buildings.
Tel. Central 238.



SOMETHING YOU HAVE BEEN LOOKING FOR.

WALTER CAMP'S
FAMOUS
"DAILY DOZEN"
HEALTH BUILDING
EXERCISES.

All of us have some kind of health. Most of us think it is rather worse than is actually the case. A small minority are over-confident and believe their constitutions will stand anything. Between these two extremes there is a happy mean that makes for a longer enjoyment of health for both those who lack confidence and for those who have over-confidence in their physical make-up. It isn't much trouble to take care of your health if you know how. Let Walter Camp's "Daily Dozen" Health Building Exercises teach you how to keep fit and enjoy life to the fullest measure.

Obtainable only at the

OKEH STUDIO.

5, DES VOUX ROAD CENTRAL (CORNER OF ICE HOUSE STREET).
TEL. NO. CENTRAL 4153.

NOTICE

MESSRS. FINDLATER, MACKIE,
TODD & CO., LTD.,
WINE & SPIRIT MERCHANTS,
LONDON.

The Agency for this Old Established, and Well Known
Firm has been transferred from CARTERS, to JAMES
H. BACKHOUSE, LTD., No. 1A, CHATER ROAD.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO, JAPAN.

SOLE AGENTS

MITSUI BUSSAN KAISHA, LTD.

HONGKONG.



BIDDING AT BRIDGE.

(A COMPENDIUM)

[BY MR. WILLIAM WILKINSON.]

APPENDIX.

FOSTER'S "TRICK VALUE" SYSTEM.

1.—RECKONING "VALUES."

1.—Each guarded Ace counts 2 values; each guarded King, 1 value. No other Honours count, except in certain combinations.

2.—Special values attach to the following:

5 cards	4 cards	Values
A, K, Q, J, 10	A, K, Q, J	5
A, K, J, 10, 9	A, K, Q, 10	4
A, K, J, 10, 8	A, K, Q, J, 10	3
A, K, J, 10, 7	A, K, Q, J, 10	2
A, K, J, 10, 6	A, K, Q, J, 10	1
A, K, J, 10, 5	A, K, Q, J, 10	1
A, K, J, 10, 4	A, K, Q, J, 10	1
A, K, J, 10, 3	A, K, Q, J, 10	1
A, K, J, 10, 2	A, K, Q, J, 10	1
A, K, J, 10, 1	A, K, Q, J, 10	1

3.—The "defensive value" in all these cases is one half of the "attacking value."

4.—DECLARING.

A.—No Trumps:—

1.—You should have at least 4 values distributed among three suits, or among two suits, if a third is safely stopped.

2.—It is better to have 5 values for No Trumps, and a strong major suit (Spades or Hearts) should be given the preference.

B.—Suit-calls:—

1.—A suit called by Dealer must consist of (a) four cards, either all of their honours, or Ace, King, Queen and one small, or (b) five or more cards.

In the latter case the hand should contain 4 values, 2 of which at least are in the suit declared.

2.—If the strength is in one suit, only, bid all the hand is worth; if in two suits, declare 1 and rebid later.

3.—In a minor suit (Diamonds or Clubs) bid one only at the start, unless you can bid 5. Major suits ask for support; minor suits offer it.

4.—With five cards in suit (how- ever strong),—

"six cards in suit, and 4 values in suit,—" 2

"seven cards in suit and 4 values in suit,—" 3

"eight cards in suit and 4 values in suit,—" 4

5.—With only 3 values in suit, never bid 3 originally unless there are seven in suit. With eight in suit, you may bid 3.

6.—With less than 2 values, pass, unless you have eight in Hearts or Spades, when you may bid 4 Hearts or 3 Spades, as the case may be.

7.—Don't rebid without assistance, unless you have 6 values, or rebid a second time unless you have 8; or a third time unless you have 10.

8.—If you have been forced to bid one trick more at the start than you would have done with a free bid, you must deduct 1 value if you are called on to rebid your hand.

DECLARANT'S PARTNER.

1.—For assistance, count

(a) Three small trumps; or one of the first three honours and one small, as 1

(b) Four or more small; or one of the above honours and two or more small, as 2

(c) Two honours in trumps (knave and one better) and two small, as 3

(d) A void outside suit, as 4

(e) A singleton in an outside suit, as 1

(f) Outside honours, as in ss. 1, 2 (Col. 1) of "Reckoning Values" (supra)

(The small cards, the fifth especially, may be ignored).

2.—Holding only 2 small trumps, deduct 1 value. For only one trump, or none, deduct 2 values. For an unguarded high honour, deduct 1 value. If yours is a "split" hand (so that there is no possibility of a ruff) deduct 1. Note that five or six trumps in your hand are worth no more than four.

3.—Don't assist unless you have more than 3 values. With 4 assist once; with 5, twice; with 6, thrice.

4.—If Declarant rebids, assist with 3; if he has rebid twice, with 2; if three times, with 1.

5.—With only two small, "deny" (take out) the suit; bid any suit of four or five that contains 2 values; or even any suit of five. Do not deny an original "two" bid.

(For an illustration of the System, see Foster's Game, No. 55, pp. 188-190).

"For several years I have never made any attempt to save a game or a rubber by overbidding my hand by more than one trick."—Foster, p. 228.

Manning is the only writer to notice Foster's "New System of calling at Bridge" (pp. 79-81). He confirms his quotation to the Declarant; and makes no comment.

TOO FEW RICH MEN.

SIR A. MOND ON TYRANNY OF SOCIALISM.

Sir Alfred Mond, M.P., speaking at an Industrial League conference at Oxford, Surrey, said:

The miners of South Wales do not want to be directed by clerks in Whitehall. They want to have the mines and charge more for the coal.

Without birth control and conscription of labour I do not think it is possible to organise the Socialist community.

I regard Socialism not as a form of ideal improvement but as a terrible tyranny.

I believe Socialism will lead to one war after another, because of the antagonism of nations when they have control of industrial affairs.

The millionaire is the tool to make hundreds of millions for other people. He is a person of utility; there are too few of them.

It is by making people richer that you are going to make the world better. That can be done only by better production.

If you merely talk about Bolshevism and miserable capitalists you never get any farther. Instead of trying to score points we should get together and find common points of contact, and the common points of contact are much nearer together than people think.

NEW PHONE TERROR.

SECRET RECORDS OF CONVERSATIONS.

There is a new terror in store for telephone users.

The head of a big business concern in London is installing an apparatus by means of which any telephone conversation at the office can be recorded on the wax cylinder of a dictaphone without the knowledge of the person speaking on the incoming line.

Should a member of the staff be engaged in a conversation which he considers it might be advisable to record, he asks the operator of the office branch exchange to connect the "dictaphone instrument" on to the line without the knowledge of the man to whom he is speaking.

It is obvious that this device may even be used for recording private conversations of members of the staff, and it is possible to foresee a blushing young clerk hearing, in the presence of his chief, a long conversation with a sweetheart carried out in business hours and recorded by the remorseless dictaphone.

HONGKONG SHARE MARKET

CLOSING QUOTATIONS

August 13th, 1933.

Hongkong and Shanghai

Banks\$ 1,102 1/2

Union Insurance\$ 229 1/2

Steamships\$ 412 1/2

China Sugars\$ 211 1/2

Langkats (Combined)\$ 30 1/2

Kowloon Wharves\$ 158 1/2

Hongkew Wharves\$ 196 1/2

Ewo Cotton Mills\$ 11 1/2

Cements\$ 23 1/2 b. & c.

Hongkong Ropes\$ 42 1/2

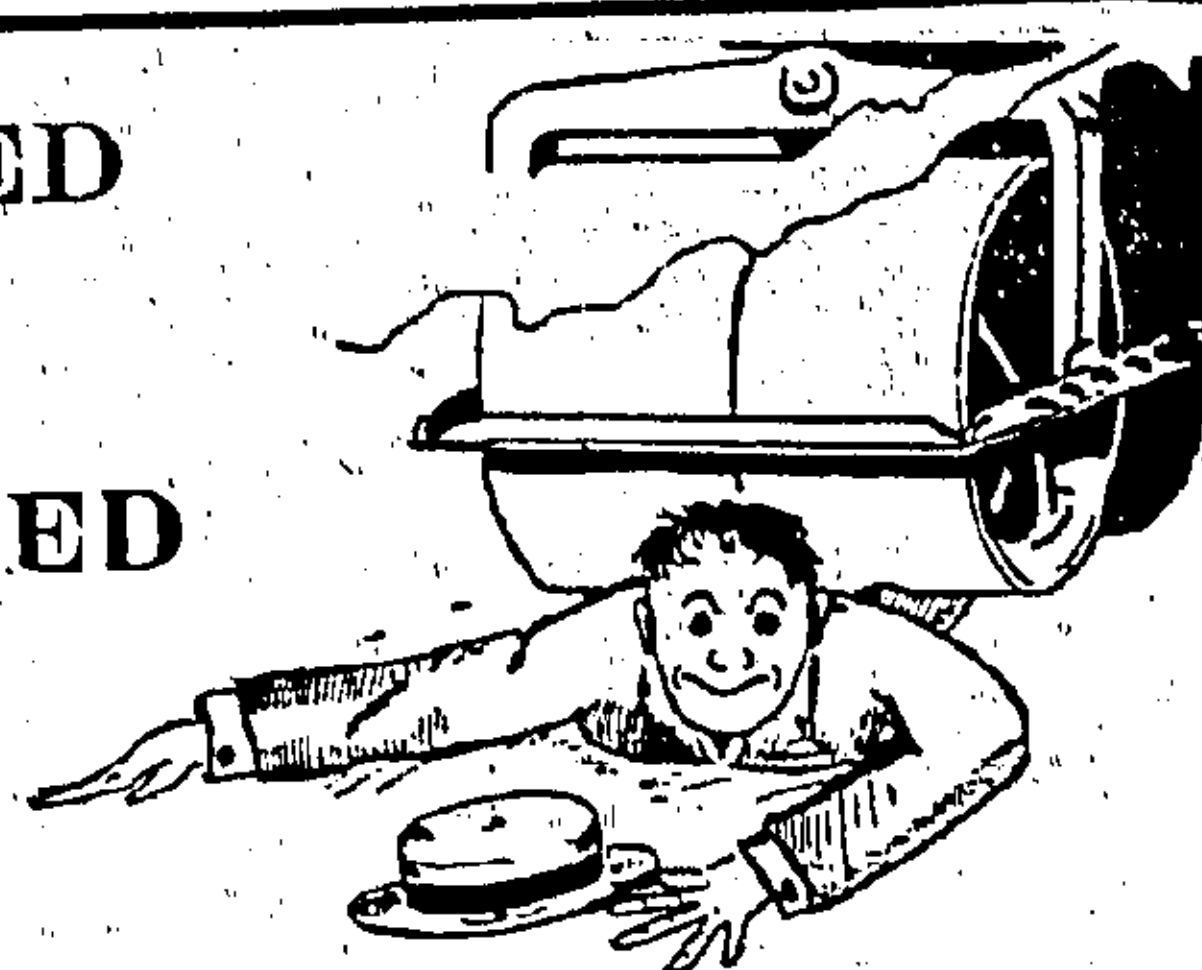
Dairy Farms\$ 25 1/2 b. 25 1/2 c.

Watsons\$ 21 1/2

Hongkong Electric\$ 32 1/2

Peak Tramways\$ 12 1/2

PRESSED AND RE-SHAPED



IF YOUR SUMMER CLOTHES CANNOT BE WASHED.
WHY NOT HAVE THEM DRY-CLEANED.

DIRT, STAINS AND GRASSES VANISH AS IF
BY MAGIC UNDER OUR PROCESSES. AND THE
ORIGINAL SHAPE AND SET IS RESTORED.

STEAM LAUNDRY CO.

HEAD OFFICE and WORKS YAUMATEI, Tel. K 32.

HONGKONG DEPOT, 15, Stanley Street, Tel. C 1279.

62, Praya, East. Write or Phone

KOWLOON DEPOT, 1, Canton Road. for

CANTON, 19, Sharki Central East. PRICE-LIST.

YE OLDE PRINTERIE, LTD.

COMMERCIAL PRINTERS, ACCOUNT BOOK MAKERS, Etc.

14, QUEEN'S ROAD CENTRAL.

Telephone 3797.

V. C. LABRUM, Managing Director.

S. O. A. E. O.

THE FAR EAST OXYGEN AND ACETYLENE CO., LTD.



DEALERS and MANUFACTURERS of Oxygen, Acetylene,
Carbonic Acid, Ammoniac, Anhydrous sulphurous gases, Carbide
of Calcium, Motor Cycle acetylene tanks, and all necessary
equipment for low and high pressure autogenous welding.

Autogenous welding of all metal by Oxy-Acetylenic and
Electric processes.

Boiler Repairs a speciality.

Apply No. 20, Des Voux Road Central, 2nd Floor.
Tel. Central No. 2344.

Prompt refilling at moderate prices of all kinds of Motor
Cycle acetylene tanks.

FLYOSAN

Join the nation-wide crusade against
flies. FLYOSAN kills flies by the roomful.
Let us sell you a complete insect exter-
minating outfit to-day. We know you will
be glad to have it.

Keep your house and kitchen free of
flies.

GET A TIN TO-DAY.

FLYOSAN is obtainable at

ALL LEADING DISPENSARIES.

THORNYCROFT

AND CO., LTD.
SHIPBUILDERS AND ENGINEERS
London, Southampton and Basingstoke

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
UP TO 50 KNOTS.

TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS
MARINE AND STATIONARY OIL ENGINES
8 TO 90 H.P.
MOTOR VEHICLES 2 TO 6 TONS.

WATER-TUBE BOILERS.

For Quotation, Apply—

ROBERT DOLLAR BUILDING,
SHANGHAI.

K Crepe-soled Sports SHOES



Sole with the highest grade pure plantation crepe rubber, specially vulcanized by a new process. K Crepe Shoes are unaffected by a climatic condition, and the sole is attached inseparably to the upper. Flexible and easy from the first time of wearing, with a heavily corrugated "non-slip" tread. K Crepe-soled Sports Shoes are ideal for games, walking or motoring.

K manufacturers take their stand on the makers' 50 years' reputation for good workmanship.

Tan Calf with heels for Golf or walking.

\$23.50.

White Leather no heels for Tennis.

\$21.00.

Hongkong Agents

Mackintosh & Co., Ltd.,

Men's Wear Specialists.

Alexandra Building.

Des Vaux Road

YEE SANG FAT CO.

JUST RECEIVED

A Large Assortment of
WARDROBE and CABIN TRUNKS

SUIT CASES and TRAVELLING RUGS
All at Reasonable Prices.

Latest Styles

WATER PROOF FOR RAINCOATS

Gents Ladies and Children.

YEE SANG FAT CO.

For

EVERYTHING ELECTRICAL

Get an estimate from

THE HONGKONG HOTEL COMPANY.

Electrical Dept. Peddar St.

RING UP: 196 OR 198

For All Wool

BATHING COSTUMES

of All Sizes.

PLAIN AND FANCY COLOURINGS

THE WING ON CO., LTD.

ALICE MEMORIAL AND AFFILIATED HOSPITALS.

THE REPORT FOR 1922.

The following extracts are from the Report to be presented at the annual meeting of subscribers and friends to-morrow—

This year has been a very important one in the history of the Hospitals. The Committee has passed the new Constitution and only awaits the final agreement of the London Missionary Society. This has been given in general, but certain alterations in the final draft have only lately been submitted to the Society.

The Hospitals began to undertake the payment of salaries of a lady doctor and a nurse from the beginning of February, and towards the end of the year, the services of a second medical man were secured.

At the end of June Dr. I. E. and Mrs. Mitchell proceeded home on furlough, and Dr. R. M. Gibson took up the medical work. Mr. H. R. Wells acting as Secretary. In December Dr. C. W. Parr came to the Colony to take the place of the late Dr. Eric Woods.

The parents of the latter visited the Colony during the early part of the year, and, amongst other things, gave the medical library of their son, a special set of eye instruments, and other surgical instruments, and also founded the Woods' cot for patients with eye diseases. The cot was purchased by them, and, for the present, they are sending annual subscriptions to assist the patients. The first contribution is acknowledged in this report.

Dr. Woods had taken special studies in eye diseases with a view to work in China, where ophthalmic disease is so prevalent. In losing this doctor, the Hospitals have suffered a very serious loss. Dr. G. M. Turner has continued to hold clinics for women throughout the year, and large numbers have sought her advice. Over one thousand cases have been treated. Return visits were over 3,000 in number. A detailed list of these cases is given.

NURSING.

Miss L. K. Rayner has continued to superintend the work of the Nethersole and Maternity Hospitals, and has had under her charge a very capable band of Chinese nurses in training to whom a large part of the routine work of the wards is committed.

Miss M. W. Ward has had charge of the work in the Ho Miu Ling Hospital where she largely increased the efficiency of the male nurses in their work.

During the year the Hospitals lost one of their prominent subscribers by the death of Hon. Mr. Lau Chu Pak, to the members of whose family the condolences of the Hospital Committee are presented.

In the absence of the Hon. Mr. P. H. Holyoak, Mr. W. L. Pattenden kindly consented to act as chairman and took active interest in the affairs of the Hospitals.

Messrs. Linstead and Davis have kindly consented to take up the position of Treasurers to the Hospitals. This is a contribution of the highest value.

CHINESE STAFF.

Dr. Coxson has again rendered most valuable service at the Alice Memorial Hospital. During the past few months he has been unable to continue this service, and Dr. T. C. Wong, who was formerly House-surgeon at the Ho Miu Ling and Nethersole Hospitals, has kindly stepped into the breach to carry on this important work.

Dr. S. W. Phoon has continued to act as House-surgeon for the Nethersole and Ho Miu Ling Hospitals, where he has rendered steady and constant service which is highly valued.

The nurses in training have rendered efficient service. Six of them have completed their training and passed the examination of the Midwives' Board and received their certificates from the Board and the Hospitals.

The food supervisor has given satisfaction in his department, but the cost of food seems to be steadily rising.

BUILDINGS.

The Alice Memorial Hospital having been sold, efforts were made to purchase a building in the vicinity, and a house in Hollywood Road immediately opposite the old Hospital has been purchased, and will shortly be available for the work of the Dispensary.

The Wing On Company, which purchased the building from us, very kindly let us have the building at a moderate rental throughout the year, which enabled us to carry on the work without interruption. The thanks of the Hospitals are tendered to them for this accommodation.

The Maternity and Nethersole Hospitals have been painted and colour-washed inside and out. The cost is heavy, but it is hoped that the work will last for some years and preserve the fabric of these buildings.

We still look to our many friends to find the necessary funds for our rebuilding scheme and extension. The need is great and we are getting our staff ready for the larger Hospital accommodation.

FINANCIAL.

The income from donations is \$15,294, it is a decrease of \$2,300 on the previous year, and the income from refunds is \$24,000, being \$1,890 less than that of 1921, but the increase from interest and investments was \$1,400, the total amount being \$25,000. The above income includes special fees paid by some outpatients.

The expenditure has been heavy, as there is an item of \$5,165 for rent, which sum we have had to pay, but we have received a proportion of it from tenants, so that the loss is not so great as might appear.

Apart from this expenditure, the expenditure for the year was \$50,638, which is slightly less than in 1921. When it is remembered that the salaries of two of the European staff have been paid from the funds since February, it will be seen that strict economy has been practised.

The cost of food has been higher, and our loss on this item has been over \$1,200. We feel that it is better not to charge higher fees to poor patients, but if subscriptions are not largely increased, it may become necessary to charge the full cost of the food.

We look to our subscribers to largely increase their subscriptions and to assist us in securing new subscribers, so that we may be able to meet our liabilities. The Hospitals must be well staffed and the work well done if we are to continue to benefit the Colony in the future as we have done in the past.

In addition to the necessary funds for our recurrent annual expenditure, we need large sums to erect the buildings for which we have been long planning.

The thanks of the Committee are due to Mr. S. Hamilton Ross, A.C.A., for auditing the accounts, to Mr. Chau Siu Ki who for many years has collected the Chinese subscriptions, to Dr. H. H. Scott and Professor C. Y. Wong for examining pathological specimens, to Drs. Aubrey and Forsyth for their services as consulting surgeons, and to Dr. F. H. Kew, consulting dentist.

EVANGELISTIC.

For the greater part of the year there was no Hospital evangelist, but the Biblewoman did excellent work in the Nethersole Hospital. A number of friends kindly assisted in the Men's Wards in conducting prayers in the evenings, and also many assisted by conducting Sunday services as they have done for many years past. This service is highly esteemed by the staff.

Further reference is made to this branch of the work in the Matron's report. It is hoped that in future the evangelist and Biblewoman will both keep records of the patients, and in cases where it will be appreciated, visit them after they have left.

The results do not seem large, but when the value of the human soul is considered it is esteemed a great privilege to be able to help the few who are willing to accept the grace of life.

MEDICAL NOTES.

It is not possible in an Annual Report to record in detail cases of professional interest, but the experience of many years in the treatment of Pulmonary and Surgical cases of Tuberculosis in wards unsuited for thorough open air treatment warrants a plea being put forward for the erection of a Special Hospital (or Sanatorium).

Reference to the Annual Reports of the Medical Officer of Health, the Government Civil Hospital, the Tung Wah Hospital, and the Alice Memorial and Affiliated Hospitals shows that Tuberculosis Disease claims a large number of victims annually but even statistics cannot demonstrate the wide prevalence of the disease and the suffering entailed.

Fortunately the manner in which the Tubercle Bacillus spreads and the conditions which favour its growth are well known and consequently the problem of eradicating this scourge, if seriously tackled, is assured of ultimate success. At no period of life is common in infants, prevalent in youth especially among schoolboys and the more chronic type is met with as late as 60 or 70 years of age.

Dr. Coxson, M.D., of Edinburgh, a pioneer in the open air treatment of Tuberculosis, considers that it is one of the most amenable diseases to treatment in the early stages.

In Hongkong the number of Chinese availing themselves of Western methods of treatment has greatly increased in recent years and the time has now come to initiate a scheme for the efficient treatment of Tuberculosis, in the interest of the patient, his relatives, and the community.

It has been necessary to admit cases to the wards from a humanitarian desire to alleviate suffering when treatment from a medical standpoint was useless and economically a loss to the hospitals.

A Sanatorium in the country within convenient distance of railway or motor-hom for the treatment of early cases and also a home for advanced cases are urgent needs. There are other aspects of the problem which might be dwelt on but meantime if something can be done on the lines suggested a step forward will have been taken.

It may be argued that patients would not use a special institution, but experience has proved that when the Chinese have had the benefits of Western methods demonstrated to them they realise that their prejudices were ill founded and they become advocates of treatment which they at first opposed through ignorance. As an illustration it may be mentioned that when the Alice Maternity Hospital was opened a prominent Chinese gentleman stated that he thought the building was too large, but, in a few years all the accommodation was required and recently similar institutions have been opened in Wanchai and Saiyungpoon Districts by the Chinese Public Dispensaries.

It is surely possible in a Colony where there are so many wealthy and public spirited men to find one willing and able to erect a Sanatorium for open air treatment of Tuberculosis.

NURSING DEPARTMENT.

During the past year progress has been made in the work of training Chinese nurses at the Hospitals, and we are thankful for the harmonious spirit that has prevailed in the work during the past year. The time has come when the Hospitals should be made more efficient as a training school for Chinese nurses, this ideal cannot be realised without proper buildings and equipment.

There has been no difficulty in securing suitable candidates for the Nursing school. All those received have been well educated, young women. Unfortunately the present Hospital accommodation only allows us to take a small number and many suitable candidates are waiting for vacancies.

We have been able to start an English class for the nurses for which the Hongkong Government gives a grant. We are extremely fortunate in having secured the services of Mrs. Gordon Phillips as teacher.

(Continued at foot of next Column.)

THE MONKEY THEORY.

SERMON IN ST. JOHN'S CATHEDRAL.

The following sermon was preached in St. John's Cathedral on Sunday morning by the Rev. R. J. Northcott, Chaplain to H.M.'s Forces:—

"Beloved, now are we the sons of God, and it doth not yet appear what we shall be; but we know that when He shall appear we shall be like Him, for we shall see Him as He is."—1 John, iii-2.

The other morning when I was at Stonecutters I saw a couple of monkeys running down a hill. A moment later one of the monkeys was sitting high up on a rock, and slouching against the sky he looked extraordinarily like a human being. A man who had been watching the monkey with me said, "Looking at that fellow up there, it is not difficult to believe in the monkey theory." What did he mean by "the monkey theory"? Well, the modern young man does not believe that God created man in His own image. The modern young man is not quite sure what he does believe. But he has a hazy idea that a few million years ago his prehistoric protoplasmic ancestors were little more, if as much, as tadpoles or jellyfish.

After a few more million years there started that most interesting thing which has been going on ever since, which we speak of as the struggle for existence, and the survival of the fittest. What exactly happened we don't know, but either through shortage of food, or through overcrowding of the swamps in which early life began, life, which had hitherto lived peacefully, commenced an "ultimate war," and what is more, only those who fought, and fought well, survived at all. Many varieties of life disappeared from this world altogether because they were unable to fight up to the standard required of them. However, amongst the things which did survive were monkeys, and amongst the monkeys Mr. H. G. Wells tells us there was a small "man-like creature, with clever hands, and capable of running very quickly on its hind legs, swinging itself up into the trees and hanging by its tail." This, we are told, was our ancestor.

That is the beginning of the monkey theory in which modern man believes. And it is true to say that more men believe in the monkey theory to-day than believe in God. What men believe in gets into what they say and what they write. In the old days the Old Gospel soaked into almost every book that was written. In these days almost every book that is written is soaked in the monkey theory, of course, we don't call it the monkey theory or anything so vulgar, but that's what it is. Pick up any dozen of the best sellers from any bookshop to-day, books read by what we call the educated classes. What are they about? Sex problems, usually. What's the story? Well, here's the story of a young man who would have been good if he could have been bad, but he stifled his passions and then went "bust." Here's another about an innocent girl who could only be happy if she could get married, but she couldn't. There is always the story of the young married woman, or the young married man, who after his honeymoon discovers that he is a natural polygamist, or still a bit of a "cave man." What should he do? Or "Should a woman tell?" And the moral (if it is moral at all) is always the same. It is this: That the tragedy, the suffering, the misunderstanding, and the melancholy introspection, which looms so large in these books, is caused through these dear, full-blooded (not to say fat-headed) young people being bound by stupid and cruel conventions, which prevent their natural instincts having their natural way.

Of course, there is something in what they say, or nobody would read these books. To put it bluntly there is this much in what they say. We came from monkeys, and it is sheer hypocrisy to pretend that we did not. That's quite true. But for all that, whenever I read one of these books I always feel like the old lady who says she wants to scream because she doesn't know what else to do. The books are usually so well written. They are so clever. They are terribly like life, like a monkey is terribly like a man. Yet instinctively one feels they are only caricatures of real life just as a monkey is only a caricature of a real man. There is something wrong. Something that does not ring true.

"O, you have sung a new song, but I will sing an old. And it shall shine like rubies, and it shall ring like gold. And you have sung the little songs of mating fleas and the little songs of But I will sing the great song that thunders like the sea." (Continued on next column.)

During the past year six nurses have been transferred from the Nethersole Hospital to the Maternity Wards. Eleven new ones have been taken on for training.

Lectures have been given regularly in Elementary Anatomy and Physiology and other Medical subjects, besides practical instruction. Examinations have been held on all the subjects taught. In one examination the Matron from the Government Civil Hospital was examiner, and gave a very good report on the nurses' work.

Very satisfactory Evangelistic work has been carried on during the past year, although we are unable to report many baptisms, four patients have been baptised and four others have expressed their desire for baptism. Apart from these many others have become interested, who before had never heard the Gospel. The Christian influence of the Hospital has been felt not only in Hongkong, but in many country districts.

It would be very good if we could bring our work into closer contact with the work on the New Territory where there is so little opportunity of receiving proper medical treatment. On several occasions some of the Chinese nurses have visited country churches to help in singing hymns and to encourage the villagers. The opportunity for doing this was due to the kindness of Paymaster Commander Ratcliff and Mr. Wells.

Suddenly as we struggle with these problems the truth flashes across our minds. Because we came from monkeys it doesn't mean to say we've got to stay like monkeys, still less that we've got to go back to the monkey stage, which is what half the monkey stage seems to be asking for. On the contrary, if we find no difficulty in believing that a few million years ago our prehistoric ancestors could only blink at the sun from the prehistoric mud in which they waded, and if now life in the form of man can go up towards the stars in aeroplanes, and down to the depths of the sea in submarines, and photograph without wires, and speak round the world in a moment of time; surely it is no more difficult to believe that in a few more million years we may reach Eternity through time, and stagger through the material to the spiritual.

It is just at this point that the Old Faith begins to shine in the light of the new learning, and "it shines like rubies and it rings like gold." The old Creed still stands fast having the same power of saving all those who are willing to be saved. "I believe in God, the Father, Almighty, Maker of Heaven and Earth." That is the anchor of your soul and of mine. We do not believe that the wonderful process of evolution has just been a clumsy, purposeless, accident. We believe that it has been, that it still is, the hands of God moving through Nature moulding men. We believe that whatever process we have come through, the past our present relationship with this world, and its Creator, is the relationship of children to their Father. That is why, because we are children, we understand nothing, and yet, understanding nothing, we trust the process absolutely. More than that, through the process we find the Person, and know that Person to be, utterly desirable. "O God of unbearable beauty who breaks the hearts of men, my heart has too bound in thought of Thee. Name, and now I cannot but love Thee." "Beloved," says St. John, "now are we the sons of God, and it doth not yet appear what we shall be but we know that when He shall appear we shall behold Him as He is."

Yes, but not without a struggle. That is where so many modern theories seem to crash on their own modernism. They insist on the terrible and cruel struggle for existence, then they turn round and complain because life is still a struggle, and still means suffering, they tell us that nothing has survived that has not fought, and fought fiercely, and therefore we should not fight at all. If we are tempted, they say, we should yield. It's only human nature after all. Only human nature, be hanged, it's only monkey nature. Psychologists, psychologists, and all the rest of them, have made it pretty clear that the definitely animal instincts, such as the sex instinct, are just the instincts which ought to be developed into the higher and definitely human activities, such as art, music, poetry, and religion. Of course, if our study of art ends in going to the pictures, and if we shut up our pianos to dance to jazz bands and nigger yelps, and our music, and if we find that both poetry and literature bore us, and only bridge inspires us, and if we can really believe that God does not count in His own Universe, well, then (God help us) we must not be surprised if we find ourselves, living in a neurotic and oversexed society.

I know it is easy to speak unsympathetically and foolishly, on subjects which are a vast one, and treading with difficulties. I know that what I have said is wholly inadequate and unsatisfactory. But the things I have tried to put before you this morning are not fairy tales, but facts which have to be reckoned with.

The first is this. The idea that the easy road is the right road is utterly and obviously wrong. It never has been, it never will be. If we are not struggling, mentally, morally, physically, spiritually we are dying, mentally, morally, physically, spiritually.

The second is this. The idea that the monkey theory is the only light on modern difficulties is, in every way unsound and unhealthy. I suggest, that, at best, the light of that theory can only throw on the present a strange shadow from the past. The only light to follow is the light that leads us home. It is the old light, the true light, and yet a new light when we think of the unnumbered million years of this world's history. But, age by age, it shines more steadily and the glory of its meaning becomes more clear. It is the Light of which St. John has said, "This is the True Light which lighteth every man that cometh into the world. He was in the world, and the world was made by Him. He came unto His Own and His Own received Him not, but as many as received Him to them gave He power to become the sons of God." "Beloved, now are we sons of God, and it doth not yet appear what we shall be."

IF YOU WEAR GLASSES

there is almost as much comfort and pleasure in wearing Pince-nez Eye Glasses, as there is in possessing a perfect pair of eyes—for they fit so comfortably and securely that you forget you have them on—the most important improvement in eye-glasses in the past twenty-five years. Pince-nez Eye Glasses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent optical manufacturing establishment in South China—located in 53, Queen's Road Central—Aoy.

CORRESPONDENCE.
CRIME IN THE COLONY.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

Sir.—Residents will agree with the leading articles headed "The need for Police Reform," which appeared from 25th to 30th of June in the *Hongkong Telegraph*, the articles pointing out that of 1,505 Police now in the Colony only 180 men are wholly and solely employed in crime prevention and detection, 244 men being Water Police and about 1,000 men employed at one time and another on traffic work; that the pay of the Chinese Police is per month \$15 to \$22 from which they must each pay \$11 for a kit box and \$1 to the guarantee fund; that the Chinese Police are generally of a poor or indifferent type, as indicated by the fact that nearly half had had reports against them during the year, no fewer than 61 were either dismissed, or deserted, whilst 41 more resigned, from which causes the Chinese strength was reduced by 102 men. Also, that the men appear of poor physique; half their number being at one time or another in hospital during the year; that many of these men are married and most of them said to be hopelessly in debt; that there is the temptation to "squeeze" among the Chinese members of the Force; that these Chinese are said to join the Police Force only as a last resource and in any case, it is fair to expect them to unduly risk their lives in bad localities at dead of night for fifty cents a day!

The articles praise our Captain Superintendent of Police as an excellent organizer, and as having done so much to make the Force efficient, but point out that the system, the Cadet system, is wrong which may place in the post of C.S.P. a man without adequate training or who may be otherwise unfitted for that position.

With the very full report of the C.S.P. for 1932 before me I would add to the foregoing as follows:—

Page 25 of the Report gives the actual strength of the Force on 10th December, 1932, as 1,420 men, viz.:—Chinese, 753; Indians, 450; and Europeans, 217, so that the Europeans scarcely exceeded a seventh of the total Force of 1,420 men. This year the Force is increased to 1,505 men, and, if the European Police form a seventh of the 1,505 men said to be wholly employed on Crime Work, only 217 European Police would now be so employed—to police Hongkong, Kowloon and the New Territories, some 700,000 people. Even if Europeans formed a fifth of these 150 men, the Europeans wholly on crime work would number but 30 men.

There are reported for 1932 thirty-five murders with eight arrests and only four convictions, one hundred and twenty-one gang robberies with but fifteen arrests and eleven convictions, eighty-seven street and highway robberies with only thirteen arrests and ten convictions, twenty-three cases of robbery with violence with but two arrests and one conviction. For 1932 there were 1,097 more cases of crime than for 1931, and the estimated value of property stolen in 1932, vide page 3 of the Report, was \$482,674.48 against \$378,531.75 in 1931, an increase for 1932 of \$505,142.70.

The value of property recovered was for 1932 \$51,099.51, and for 1931, \$44,383.93.

In addition to those specified in the Report there have been and are in the Colony numerous cases of burglary, robbery, theft and other crimes never reported to the police and I write particularly of Kowloon.

In one Kowloon Terrace six burglaries are said to have occurred, the unfortunate in one case losing \$700, being a month's salary and jewellery. Some flats have been twice burgled, while Kowloon Works and factories lose thousands yearly by thefts.

The morning papers of 22nd June contained the following:—

OBSERVATORY ROAD MURDER.
POLICE MURDERED: SENSATIONAL AFFAIR IN KOWLOON.

"There was a sensational murder in Kowloon early yesterday morning when Chinese Constable 423, Wong Yick, of the Tsimshatsui Police, was stabbed to death by a band of unknown assassins in Observatory Road. The murdered policeman was on his usual beat and was last seen alive at about 12.30 a.m. Twenty minutes later another policeman came along and found him lying dead on a door-step with nine dagger wounds through his body. The deceased constable's revolver was missing, but was discovered later in a clump of bushes.

The weapon had not been tampered with, which would go to show that the man was caught unawares and did not have a chance to defend himself. As to the motive of the crime the Police could not give any definite information although arrests in connection with the case are expected shortly. The murdered man had been in the police service for only one year.

There is no account of any inquiry or enquiry into this murder, or of any arrest made. Neither are any placards to be seen, although a reward of \$500 is said to be offered. This atrocious and cold-blooded murder in the heart of European Kowloon is passed over as though it had never occurred, and so few, if any, placards posted up as to escape notice. And \$500 is considered a sufficient reward, while \$1,000 reward is offered against an ascending clerk and \$4,000 offered in re the attempted murder of Mr. Sham Sei, the Superintendent of Chinese Telegraphs who, near the Supreme Court itself, was on 10th July shot in broad daylight. One would expect a reward of \$500 placed in all the principal streets and Police Stations of Hongkong and Kowloon, and also advertised in the British and Chinese newspapers in re this horrible murder of Wong Yick.

And is it likely that a reward of \$500 even if made public, will procure information respecting this murder and possibly bring upon the informant a like fate, for who is to prevent such informant being killed as he walks at night or even in broad daylight in Kowloon and the assassin getting clear away? This murdered Chinese constable received \$17 per month, his whistle was buttoned inside his pocket and he was alone—one of the class of poor young fellows such as here described, but who dressed up in uniform and with whistle and revolver buttoned up may be seen in Kowloon at intervals. Such are the police sent out alone at midnight to face murderers and burglars. No wonder ground floor windows in Kowloon must be barred or shuttered at night and the wives and children within made to suffer in this hot weather: Wives fear to be alone in Kowloon houses at night.

I have often walked the streets of Kowloon at night from 10.30 p.m. to 12.30 a.m. without seeing a single policeman, and on the night of Friday, 3rd inst., I left the Star Ferry Wharf, Kowloon, and walked to Kowloon City via Salisbury Road, Chatham Road, Kowloon City Road and all the streets adjoining the Docks, reaching Kowloon City at 2 o'clock. I returned by Kowloon City Road, Hungshom village, Chatham Road, Gungcoigne Road, Jordan Road, Nathan Road, Kimberley Road, Carnarvon Road, into Nathan Road, Peking Road, Canton Road, and Salisbury Road to the Ferry, which was reached at 3.15 a.m. I then returned by Salisbury, Canton, Peking, Nathan and Observatory Roads to Kowloon City, where I arrived at 3.45 a.m. This walk embraced practically the whole of European Kowloon and a view of all the streets running from these named, it was a bright moonlight night and in all that time and in all that district there were to be seen but two policemen—two Indian constables standing together at the junction of Jordan and Nathan Roads at 2.45 a.m.

The foregoing figures and facts speak for themselves. Murder, burglary, robbery and other crimes continue with few arrests or convictions. The Colony is a live resort of criminals and agitators who live upon and prey upon the community, whose housing increases, rents, whose activities show down production, which is a large source of the wealth of the Colony, and thereby increase the cost of living and injure the interests of all producers of wealth.

Only last year all Chinese in foreign employ here were held up by intimidation and the trade of the Colony practically stopped. An efficient and sufficient Police and Detective Force could have checked, at least in some degree, that hold-up whose effects now appear in Company balance sheets showing reduced profits or losses in millions for that year, while other Companies have failed. That hold-up of the Colony and our failure to more firmly deal with it has increased prices and driven work from the Colony else where. And the effect of work and of business being lost is that less money is available for distribution among the workers, except among those employed on house-building, and on Government work which is paid for by Government out of increased taxes from the community and from sales of Crown land.

That is the position. An ample and thoroughly efficient Police Force, by ridding the Colony of criminals and agitators would ensure more house room for the real workers, many here of nearly 50 years' faithful service. The results of efficient Police protection would be less labour troubles, increased production and increased employment, and increase of trade and business with more money for distribution to all. Such Police protection is due this Colony, which, so far as we can see, is open to a similar hold-up at any time.

The accounts of the Colony for 1932 show a Credit Balance of \$12,538,642.41, to which result every taxpayer down to the humblest hawker or coolie has directly or indirectly contributed, and these people with their families should be as far as possible protected from intimidation in their lawful goings and comings, in their homes and in their daily work which supports the Colony and the Government.

The accounts also show revenue for 1932 of \$22,291,005.00, being \$2,044,865.00 over the estimate and \$4,562,055.00 more than the Revenue for 1931, the excess over the estimate for 1932 being in Taxes \$99,572.00; Hawkers Licences \$95,381.00; Liquor Duties \$127,399.00; Opium Monopoly \$2,051,305.00; Stamps \$405,675.00; Tobacco Duties \$390,177.00; Water Excess supply and meter rents \$93,526.00; Postage \$85,654.00; Railway \$81,296.00; Interest \$139,291.00; and Land Sales \$1,087,804.00.

Revenue for the year \$22,291,005.00; credit balance \$12,538,642.41; with murders and other crimes as stated. And a Policeman at \$17.00 a month sent out alone and murdered, his shirt as he was said to be stabbed, and his dying words heard by the people about who, not realizing that murder was being done, plainly saw the men, saw the body moved and the murderers quietly walk off, one smoking a cigarette, while a Chinese constable, arriving half an hour later refused to approach the body.

There was no help near. And we can but surmise the father's feelings on seeing the body of his son, of the boy he had reared, stabbed to death in our service and buried with little if any enquiry or notice. One would hold Government itself responsible for this most death which must arouse the strongest indignation in any one, worth calling a man. Are we in Russia or in a British Colony? And are we supporting the Government and are we not? This sort of thing cannot go on.

(Continued at foot of next Column.)

SUBSTITUTE FOR OPIUM.

PROOF THAT CHINESE ARE TAKING TO ALCOHOL.

The report of Mr. W. F. Samuels, medical superintendent, Central Mental Hospital, Tanjong Rambutan, has been issued. It is for the year 1932 and contains many features of interest. From it we learn that, under actiology, intestinal trouble has ousted malaria from the top of the list. Bracketed second we find malaria and Haemopoietic system. The superintendent writes:—For long malaria has appeared at the head of the actiological table and needs no comment save to emphasize the scourge malaria is to the tropical dweller. One may, however, take comfort from the fact that although there must have been tens of thousands of cases of malaria in the country only 75 gave rise even indirectly to mental trouble.

That the Haemopoietic system should have sprung into prominence this year is due to the fact that blood examinations have been carried out more thoroughly and systematically, due to the fact that our staff is larger and more experienced. Of course in the majority of cases this cause depends on the two previous ones, namely, malaria and intestinal parasites.

Alcohol comes next with 64 appearances. I last year pointed out how serious a matter this is becoming, especially in the case of the Chinese, who formerly were the most sober of people. I have gone further into the subject this year and have noticed the nationalities of the alcoholic cases and found 37 cases are Chinese, 28 Tamils and 1 Siamese. How many times had one heard the Tamils described as drunkards? Yet here we find that it comes to admission to a mental hospital, alcohol is the cause almost as frequently in the Chinese as the Tamils. Why is it?

The Chinese is taking to spirit as a substitute for opium, which he is being persuaded in a deadly poison. I fear that the spirit that many Chinese consume is a much more deadly poison. Compare these two as a cause amongst our admissions—alcohol 37, opium 2—and neither of these two cases showed deprivation symptoms.

And as I write, another burglary without arrest, followed by the murder of a Chinese detective in the case, is reported as having occurred about 9 a.m. on 7th inst. in the centre of the European business part of the City, the murdered detective having a brilliant record and his killers, after firing three shots at him, getting clear away. Will no rewards be seen and no equity or inquiry be reported in this case? And, if so, why not in the case of Wong Yick? And had this detective who bravely sacrificed his life in our service—had he, I say, dared to fire even in the air to effect an arrest he was liable to reprimand or punishment.

Many of the Police are old and valued friends, not made policemen in a day or in a month but by long training and experience, backed by physical strength, courage and tact, and I take this opportunity of thanking the Police for many a kindness and for assistance more than once, and I say they should not be made to risk their lives as at present, and to be shot or stabbed by the scum infesting this our Colony. Our Police must not shoot first.

What is to prevent the few Constables on night duty being killed or to prevent an organized raid of murder and robbery on Kowloon houses, yss, and on the Kowloon Police Stations to-night? Why, little but the presence of the Military in our midst, and possibly the same may be said, to at least some extent, of Hongkong.

Government is handicapped by the Housing Problem and other post-war conditions and by the sudden influx of criminals to the Colony from chaotic China. There is also no surety that the Revenue may not decline as normal conditions are restored in China, and the increased cost of Police then found necessary remain a fixed charge upon the finances of the taxpayers. But, imperative, and what we require is an ample and efficient Force, quick on the draw with the revolver and who would shoot first and shoot straight and rid the Colony of criminals. Such a Force, although costing more, would by protection of the business interests of the Colony prove the cheaper eventually. I understand that the criminally childish rule preventing a constable firing first is now to be amended, and that the Force is being largely increased and the men trained in revolver work.

The good qualities of our Government, in so many respects unsurpassed for conscientious administration, are admired and appreciated, and who would not, as during the 4½ years of War, assist the Government if necessary? It is easy to criticize and one should not be ungenerous or unappreciative of the present positions of our officials, grossly understaffed and overworked. A business visit to the C.S.P. at the Central Police Station, and especially to the Colonial Secretary, reveals the work and responsibility of these men busy as they are, ever at the service of the Public.

But the first duty of a Government is efficient protection of the taxpayers, the producers, the workers, the providers, why by hand, brain, enterprise and money make the money and pay the Government. A Naval and Military Station, this Colony could formerly be ruled with per-haps less regard for civilian interests. But Hongkong is now an important Commercial and Industrial Centre whose revenue develops the Colony, maintains the Government and sends millions Home, and the Colony must have adequate Police protection of life, property and industry.—Yours, etc.

W. S. BAILEY.

AN ELDER BROTHER'S DENIAL.

AND WHAT CAME OF IT.

There were two of them standing before the Bench, and from their appearance it was apparent they were the sons of highly respectable Chinese parents. There should have been a third, but he, fearing the wrath of the Magistrate, forfeited his bail. A conscientious and zealous police officer had arrested them on Sunday morning in Statue Square for indulging in a game of "sucker." Sergeant Elston had concealed himself behind a pillar in the Square, and from there had watched the progress of the game. He told the Magistrate (Mr. Melbourne) yesterday morning how traffic had been impeded by the game—a motor-car having to pull up whilst the players cleared off the road.

There was a strong resemblance between the two boys in Court. One was a year or two older than the other. They looked like brothers. They clung timidly to one another with a sort of brotherly affection. Yet when the Magistrate asked the elder boy if he knew the younger one, the reply was a very clear and distinct answer in the negative. A number of other questions of a varied nature were put, as to "Whether they had been to school that day?" "What were they doing in the Square at the time?" And so on until the elder boy's nerve began to fail. He struggled hard to keep the tears back, but they would persist in welling up, and finally they trickled down his face. The younger boy was not dismayed at the flowing tears and viciously dug the elder in the stomach to cease crying.

Asked if his parents were in Court, the elder boy gave a negative reply, but admitted that his amah was there. An old lady stepped forward and her first act was to produce a handkerchief to wipe away the tears of the elder delinquent. This little duty performed, she was asked if she knew the boys, and she replied that they were brothers. At that the elder boy hung his head and had nothing further to say. Then the younger boy spoke up in manly fashion stating that his brother came to the Square to take him away. He himself had gone there to warn the third defendant (not in Court) against playing football.

If the younger boy's tale was true they had all apparently fallen into temptation and had indulged in the forbidden street game.

His Worship lectured the boys on the dangers of playing football in the Square and let them off with a caution, telling the amah that if they were brought up again he would probably order a whipping.

SPORT.

WATER POLO.

Last night's water polo matches, contested at the V.R.C. swimming bath, did not prove exciting. In both matches decisive wins were registered. The K.B.S.F.P.A. defeated the L.R.C. by five goals to nil, and the R.G.A. (A) team won from V.R.C. (B) team by 9 goals to nil.

SAIGON RICE MARKET.

The Compagnie de Commerce & de Navigation d'Extrême Orient, in their report dated Saigon, July 30th, state:—Our market is still very quiet and prices have dropped in sympathy with the Hongkong market.

The rains are regular in the great part of the provinces, and work in the rice fields is proceeding normally. The total amount of rice exported from January 1st to July 16th, 1933, is 794,471 tons against 625,583 in 1932.

We quote to-day:—White Saigon rice, No. 2 sifted, Japan quality, Hongkong \$5.25 per picul, f.o.b. Saigon, for August-September shipment.

WORLD'S SUNDAY SCHOOL CONVENTION.

The World's Sunday School Convention is to be held at Glasgow from June 18th to June 24th, 1934. Messrs. Thos. Cook and Son are the official agents for arranging travel to this Convention. The Japan Delegation has practically decided to travel to England, via Suez, leaving Yokohama by the s.s. *Haruna Maru*, March 25th, disembarking most probably at Port Said. It is anticipated they will make inclusive arrangements for Egypt, Palestine and Europe and Mesopotamia. Cook and Son are making out itineraries, estimates, etc., to meet possible requirements of the Japan Delegation or any other parties or individual passengers from this district.

A BUG'S OUTCRY.

Woe is me! and all insectivora! Queen of the insectivores holds sway. "Vampire"—'tis a mild insective for her. Atomized, she swoops upon her prey. By each busy wife she is bowed down to. New disciples each day join the throng. And it's pretty certain that I'm bound to Meet a very sticky end ere long.

Do the public's howls lack all compassion? Will they turn a deaf ear to my cries? Will they stand and watch the ruthless fashion Of the massacre of moths and flies, Cockroaches and lice, all with relations, Someone dear, who must, with "bated breath, Live each day in dread anticipations Of a loved one sprayed to instant death. If I have your pity for my woes, annihilate me not." Buy not Flyosan. O.E.



LINCOLN BENNETTS HATS
ARE HAND-MADE THROUGH-
OUT AND ONLY BEST
MATERIALS ARE USED.

WE HAVE JUST RECEIVED
A LARGE SELECTION OF

FELT HATS,
STRAW HATS,
AND CAPS.



THE HALL MARK

OF EXCELLENCE.

LONDON FASHIONS IN MEN'S
HEADWEAR HAVE FOR OVER A
CENTURY BEEN CREATED BY—

LINCOLN BENNETT AND CO., LTD.

LANE, CRAWFORD, LTD.

SOLE AGENTS FOR HONGKONG.

COTYS'

Parisian Perfume Essences.

Emeraude, Origan,
Ambre-Antique,
Jasmin & Lilas, etc.

LANE, CRAWFORD, LTD.

ENGLISH COLUMBIA RECORDS

W. H. SQUIRE

(KING OF CELLISTS)

D1447 (MENNITT
SCHEERZU
D1491 (CHANDONELLE
RANTELELLA
D1532 (DANSE RUSTIQUE
THE MERRY HARVESTER

D 339 (LOVE HERE IS MY HEART
ORIENTALE
D1354 (LARGHETTO
HARLEQUINADE
D1317 (AMORETTE
GAVOTTE

ANDERSON'S

TEL. C. 1322.

Powell Ltd.
TELEPHONE C. 3146.

JUST RECEIVED NEW CONSIGNMENT OF
SHIRTS, TIES, PYJAMAS

"THE ATLAS SHIRT"

ATLAS TUNIC SHIRTS
WILL ENHANCE YOUR
APPEARANCE

"BATSWINGS"

FOR PRESENT WEAR IN
SILK AND WASHING
MATERIALS AT POPULAR
PRICES.

GENTLEMEN'S COMPLETE OUTFITTERS.

NEW ADVERTISEMENTS

ALICE MEMORIAL & AFFILIATED HOSPITALS.

THE ANNUAL MEETING of the above Hospitals will be held in the Board Room of the Chamber of Commerce on WEDNESDAY, AUGUST 15th, at Noon. All interested are invited to attend.

At the Close of the Meeting an EXTRA-ORDINARY GENERAL MEETING will be held in order to take Necessary Steps for bringing the Management of the Hospitals into agreement with the New Constitution.

H. R. WELLS, Secretary.

NOTICE OF REMOVAL.

THE OFFICES of the "HONGKONG DAILY PRESS" have been removed to 1A, CHATER ROAD (3rd floor), to which Address all Correspondence should be directed. Hongkong, 13th July, 1923.

THE HONGKONG JOCKEY CLUB.

MEMBERS wishing to subscribe for Subscription Grains for the ANNUAL RACE MEETING, 1924, will find Lists posted at the HONGKONG CLUB, JOCKEY CLUB STABLES and RACE COURSE. [1163]

ANNOUNCEMENT.

MESSRS. HOLYOAK, MASSEY & CO., LTD., have THIS DAY been appointed Sole Distributors in Hongkong and South China for the production of the WESTINGHOUSE ELECTRIC INTERNATIONAL COMPANY. Our Representative, Mr. W. M. VERNOR, will make his Headquarters in the Offices of the Distributor, Queen's Buildings, WESTINGHOUSE ELECTRIC INTERNATIONAL CO., E. L. McCLOSKEY, Manager for China. [1164]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1.00) per Share for account 1923 will be payable on THURSDAY, the 22nd AUGUST, 1923.

Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong. The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 14th AUGUST, 1923, to THURSDAY, the 22nd AUGUST, 1923, both days inclusive. SHEWAN, TOMES & CO., General Managers. [1146]

THE KOWLOON HOTEL, HANKOW ROAD.

OPENING 1st SEPTEMBER.

FIRST Class and Most Up-to-date Residential and Tourist Hotel. Six Stories of Commodious Large and Airy Rooms with every Modern Appliance. Elevator to Every Floor and to Roof Garden. Hot and Cold Water, Electric Lights, Fans and Bells throughout. Exceptionally Well Ventilated Bar and Billiard Rooms. Moderate tariff and most Excellent Cuisine supervised by Experienced Chef. Monthly and Family Rates can be arranged at Most Reasonable Terms.

For Terms apply to Mrs. J. J. BLAKE, Manageress. [1115]

THE BEN LINE STEAMERS, LTD.

FROM ANTWERP, MIDDLESBROUGH, LONDON AND STRAITS.

The Steamship "BENGLOE."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra charges of the Hongkong and Godown Company, Ltd., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to sale.

All Claims against the Steamer must be presented to the Underwriter on or before the 21st inst., or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents. Hongkong, 7th August, 1923. [1145]

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "DONGOLA."

ARRIVED HONGKONG ON 25th JULY, 1923. FROM ANTWERP, LONDON, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as the Goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary, 6 hours before arrival of the steamer. Goods not cleared within 8 days, including date of arrival will be subject to sale.

No Fire Insurance will be effected by us in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & CO., at 10 A.M. on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents. Hongkong, 11th August, 1923. [1164]

INTIMATIONS

"HYSON" FROM NEW YORK ARRIVED 31.7.23.

K
W 2779
60471
H-2 cases Outcure Soap

NOTICE IS HEREBY GIVEN that Original Endorsed Delivery Order on Hout's Wharves for the above Packages is said to have been LOST and is therefore declared null and void.

BUTTERFIELD & SWIRE, Agents.

O. S. S. Co., Ltd. & C. M. S. N. Co., Ltd. [1154]

LADIES and GENTLEMEN Suffering from any kind of Disease, however complicated and long-standing the case may be, are requested to write present condition of the disease. Full particulars of treatment, advice, etc., free under cover: "SIR" WORKS, Beaulieu-square (H.P.), Calcutta (India). [105]

TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor.

Apply UNION INSURANCE SOCIETY OF CANTON, LTD.

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO. SHARE AND LAND BROKERS.

No. 8, Des Voeux Road.

2d Floor

Telephone No. C. 4308. [107]

BOWERN & CO.,

No. 8, MUSEUM ROAD, SHANGHAI.

Members British Chamber of Commerce (Shanghai). Mr. T. W. BOWERN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

STEAMSHIP AGENTS and SHIPCHARGES. For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

SALVAGE OPERATORS, MARINE SURVEYORS AUCTIONEERS, COAL MERCHANTS. FREIGHT BROKERS, METAL MERCHANTS. Machinery For Sale, New and Old in First Class Condition.

IMPORTERS and EXPORTERS, SHARE-BROKERS (Members Shanghai Share-Brokers' Association).

SOLE AGENTS FOR CHINA: GREEN'S PATENT ANCHORS. SAMUEL WARREN & CO., LTD. (Sheffield). "High-Class Steel Manufacturers (Tank Brand).

Catalogues and Price-Lists on application. (Enquiries Welcomed)

CABLE ADDRESS: BOWERN, Shanghai. CODES: Bentley's, Scott's, A.R.C. 5th Edition and Improved.

PREPAID "WANTED" ADVERTISEMENTS

WANTED A Good Situated FIRM, to take over a Sole-Agency in the Land. PATENTED HOUSEHOLD ARTICLE. Success assured. Address: BANE & CO., SCHYENINGEN (HOLLAND). [119]

LOST OR STOLEN.—Brindle BULL DOG, White Patch on Neck, from the Night of 8th August. Finder or Informer will be Rewarded. Communicate with A. L. ALVES, 41, Granville Road, Kowloon. Telephone K210, Central 646. [118]

LOST.—Between Deep Water Bay and Hongkong via Aberdeen on August 9th from a Car, One DARK-BLUE LADY'S RAINCOAT. Finder will be suitably Rewarded on returning the same to No. 8, LEIGHTON HILL, Broadwood Road. [117]

WANTED A Chinese or Eurasian CLERK must be a Quick Type Writer Knowledge of Shorthand not requisite but desirable. Apply in Writing to Box 86, c/o Daily Press Office. [116]

WANTED TYPIST for Old Established British Firm. Must be Accurate. Apply giving particulars and Salary required to Box E.C. c/o The Hongkong Daily Press. [114]

TO LET—EUROPEAN FLATS in Lee Building, Wanchoi Gap Road. Apply to 32, Kennedy Road. [106]

VISITORS TO CANTON.

Should Purchase

BY THE PEARL RIVER

AT

CAPTAIN C. V. LLOYD

With Illustrations, Maps and Plans.

PRICE... .. \$1.75.

On Sale at

Hongkong: "DAILY PRESS" Office. Messrs. KELLY & WALSH Ltd. Messrs. HARVEY & CO. Canton: Messrs. A. S. WATSON & CO.

INTIMATION

E

WHISKY

The Old Favourite

A Fine Blend

Old Scotch Whiskies

is now being bottled

at Leith, Scotland

By

Messrs. Macdonald & Muir

and a Label to that effect is affixed to the back of each bottle.

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants.

ESTABLISHED 1841.

BIRTH. STEWART.—At Hongkong, on August 13th, to Rev. and Mrs. A. D. STEWART, a son. [1168]

Hongkong Office: 1A, Chater Road. London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 14TH, 1923.

AIR MAIL SERVICES.

Progress in civil aviation has not been made at the rate many people predicted. Some of the reasons for this were stated in discussions which took place at an International Congress of people interested in aeronautics which was held in London last month. Hitherto the general idea has been that a development of air-mail services would promote commercial aviation, but we gather from the discussion that experience of the aerial posts has so far not proved very encouraging. A very interesting speech was made at the Congress by Brigadier-General F. H. WILLIAMSON, Director of Postal Services at the General Post Office in London, who gave the general conclusions reached after three years' experience of air-mail services. There was little scope, he considered, for internal air-mail services in the British Isles, because the distances were so short and the existing means of communication so complete and so good that air services, in spite of their very high speed, could offer little advantage to the public. The same considerations, he said, applied with almost equal force to the air-mail services now maintained between London on the one hand, and Paris, Brussels, Cologne, Rotterdam, and Amsterdam on the other. The advantage afforded to the poster was, on the whole, substantially greater than would be possible in the inland service; but here again existing means of communication were so very good that there was practically no public demand for an air mail. The advantage of the high speed of the aeroplane increased in proportion to the distance covered, and if night flying proved

to be practicable, there was no doubt that the postal service could be materially improved to places within a radius of, say, 700 to 800 miles. If business correspondence posted at the end of the day in London could be delivered early next morning in Copenhagen, Hamburg, Berlin, Prague, Vienna, Bern, Milan, or Marseilles, the inducement to the public to send its letters by air, he said, would clearly be enormously increased. Even if night flying proved to be impracticable in present conditions, there was a certain scope for a combined mail service, the mails being despatched by boat or train at night, and taken by air in the morning. There was a useful field here for international co-operation to improve communications with the more distant parts of Europe.

Regarding the London to Paris service, Brigadier-General WILLIAMSON said that at the present time the weight of air mail despatched to Paris was very little more than was sent at the beginning of the service. The most valuable improvement in the service was the facility afforded for the despatch of late letters to overtake the Indian mail train in Paris. The advantage gained by the high speed of the aeroplane was discounted by the distance of the aerodromes at each end from the point at which mails were accepted or delivered. The inevitable irregularity experienced in the winter was also a serious drawback. It was, in fact, doubtful whether, under such conditions as must be faced with the English climate, it was worth while to attempt to continue a mail service throughout the winter. Not only was the flight efficiency much lower than in the summer months, but what was deplorable from the postal standpoint, there was sometimes no service for five or six successive days. It could not be doubted that the effect on the prestige of the air mail of a few bad cases of delay was much greater than that of a hundred successful flights. The one exception to the general rule that air services between London and the nearer Continental towns gave little improvement in the time of the transmission of mails was, he said, the parcel post, which in ordinary course is much slower than the letter post. Experience has proved that the air transmission of parcels has met a public need.

For distant destinations, however, it was indicated that there is a future for air mail services. The Post Office was enabled by the co-operation of the Air Ministry to make an exceedingly interesting experiment to test the usefulness of air services, which offered a substantial reduction in the course of posts to distant destinations. The Air Ministry, in August, 1921, inaugurated a system under which the service flights between Egypt and Iraq, which had to be undertaken as a part of the ordinary military training, were carried out at regular intervals and utilised for the carriage of mails. Although the actual distances from Cairo to Baghdad, some 850 miles, is not very great, the linking up of these two places enabled an exceptionally great saving in time to be effected. The ordinary course of post is via Bombay, Karachi, and the Persian Gulf, and the transit time, from Cairo, from twenty to twenty-three days. As the air transit normally occupied about two days only—it has frequently been done in one—the net gain in time is nearly three weeks, or probably more than could be obtained by an air service to any part of the Empire. The remarkable fact about the Baghdad air mail, the Director said, is that at the present time more than 22 per cent. of the letter mail (excluding newspapers, etc.) from Great Britain, in addition to a considerable volume of official correspondence, is being carried by air. As a mail carrier on the main imperial routes, the Director of Postal Services considered the future lies with the airship, whose possibilities in this connection have yet to be explored. The airship can travel continuously night and day, so that for long journeys its overall speed is quite comparable with that of the day-flying aeroplane, whilst its carrying capacity is enormously greater. This would not exclude the aeroplane, which would perform a useful function in acting as feeder to the airship on branch routes. One might look forward, he said, with a fair degree of confidence to future imperial airship routes to Canada, and possibly the West Indies, on the one hand, and to Egypt, India, the Straits Settlements, Australia, and New Zealand on the other, with connecting airships from Egypt to West, Central, and South Africa, and aeroplane services working from Uganda (for East Africa and Zanzibar), from Bombay, Calcutta, Singapore, and Port Darwin, to carry mails for important centres away from the main routes. Such developments might come in the near or distant future, but, he said,

it was perhaps not a rash prophecy to predict that the next generation would see its railways and its steamships supplemented by a complete system of imperial communication by air. It needs only to be added that notwithstanding that on the whole the experience of mail services by aeroplane has not been highly satisfactory, Major-General BRANCKEN (Director of Civil Aviation) expressed himself at the Congress as confident that in the future the air mail would be the normal means of carrying first-class mail matter. What is needed apparently to ensure success is some means of securing greater regularity of service in bad weather, and some international arrangements permitting of night flying, and it is claimed that progress is being made towards both these objectives.

The silk which left here by the P. & O. s.s. *Malra* on July 11th was delivered in Marseilles on August 11th.

Information has been received that quarantine against arrivals from Hongkong has been withdrawn by Amoy.

A Chinese hawkster was knocked down by a motor-bus outside the Po Hing Theatre on Sunday and was removed to the Kwong Wah Hospital for treatment. His injuries were found to be not of a serious nature.

Three alleged stowaways from Mauritius by the s.s. *Habib* were brought before Mr. J. R. Wood yesterday and charged with the offence. The men told his Worship they had come to Hongkong to look for work. Mr. Wood remanded the case until this morning to consider his decision.

Two brothers were sent to the Government Civil Hospital as the result of injuries resulting from quarrel. They lived together in Shing Hing Street and they are said to have quarrelled over money matters. One had a stab wound in the right side of the chest and the other had a black eye.

Local Chinese coopers have presented a demand through their guild to their employers for an increase of wages. They are demanding 40 cents increase in pay per day; three meals a day, and a minimum wage of \$4 a month for apprentices. There are said to be about 1,200 coopers in the Colony and half this number are members of the local guild.

The Hongkong Hotel Roof Garden has been closed until further notice and dinner dances will be held nightly in the Grill Room (Sundays excepted). A Dinner Dance is announced to be held at Repulse Bay Hotel on Saturday, August 25th, and thereafter on each Wednesday and Saturday. It is also announced that on week days during the summer season, an Orchestra will be in attendance from 8 p.m. until midnight, and on Sundays during tiffin and tea.

Several Chinese arrested by the Police from the Central Station, on an Island at Cap Sai Mun were charged before Mr. J. R. Wood, at the Magistracy, yesterday, with unlawfully having 13 cases of dynamite, detonators and fuses, in their possession. The hearing of the case was postponed. Acting on information a large party police were sent out to the Island to raid a house where the dynamite was concealed. The dynamite is said to have been recently imported, and that, smart as the police were, no less than 100 lbs. of the explosive had already been sold to fishermen.

SALE OF CROWN LAND.

SHAUKIWAN LOT SOLD.

There was another large attendance of Chinese at the Volunteer Headquarters, yesterday afternoon, where Mr. Parker Rees conducted a sale of one lot of Crown land situated at Shaukiwai, having an area of 10,332 square feet. The upset price was \$1 per square foot. Unlike last week's sale when there was a rapid succession of small bids, there was at yesterday's sale a rapid succession of big bids until the price got to within easy distance of the figure at which it was ultimately purchased. Bids of \$1,000 each drove the price up to \$20,000. Then a single bid brought it to \$25,000. At \$27,000 there were signs of halting amongst the bidders who advanced the price by bids of \$100. From \$30,000 the price was raised mainly by \$500 and \$100 bids, and at \$35,000 a bold offer of another \$1,000 had the effect of silencing a number of timid prospective buyers and the auctioneer called out "\$37,000 for the second time" before the price was moved upwards by another \$100. The bidding was now confined to two parties and rose by \$100 bids to \$38,500 at which figure it was knocked down to a Chinese syndicate.

FATAL MOTOR ACCIDENT. EUROPEAN POLICE SERGEANT KILLED AT FANLING.

A shocking motor accident occurred near Fanling yesterday evening about six o'clock, resulting in the death of Police Sergeant Henderson.

Details of the fatality were not to hand at the time of writing and the news received over the telephone at 9 p.m. by the Police in Hongkong from District Inspector Boulger, in charge of the police in the New Territories at Tai Po, was to the effect that Sergeant Henderson was killed whilst riding an A.J.S. motor-cycle near Fanling. The Inspector was then investigating the sad affair and had not learned the full particulars.

The deceased Sergeant was in charge of a small Station near Tai Po, and the A.J.S. machine was a comparatively new one which had been supplied to the Station recently.

Sergeant Henderson was very popular in police circles and during his ten years' service with the police has figured prominently as a footballer for the Police Recreation Club. He has seen service at the various Police Stations in the Colony and returned from Home leave last November, bringing out with him his bride. Much sympathy will be felt for Mrs. Henderson and her baby son in their sudden and sad bereavement.

ALLEGED INTIMIDATION.

Eleven men appeared before Mr. J. R. Wood at the Magistracy, yesterday morning on a charge of demanding money by menace from a fisherman at Chai Wan on Saturday.

The complainant is the master of a boat and it was alleged that one of the defendants persuaded him to go ashore. Once there he was set upon by a number of others and given a good hiding. They then took him to a house and there demanded \$40. The complainant is said to have told them to send for his wife who would probably be able to give them \$10. One of the defendants went to the boat and the money was produced. The police then got wind of the affair and the defendants were arrested.

Mr. McNamara appeared for four of the defendants and the case was remanded.

COOLIE ELECTROCUTED.

On Sunday night at 10.30 o'clock a coolie was electrocuted in a house in the course of demolition at the back of the Dairy Farm Cold Storage Depot, Causeway Bay. The coolie was engaged in rolling up a quantity of electric wire which was being taken from the walls, when he suddenly fell forward and apparently died instantaneously. The police were sent for and it was discovered from the marks on the man's body that he had been electrocuted.

HONGKONG'S BIG OPIUM SEIZURE.

THE TRAFFIC FROM THE PERSIAN GULF.

The following are extracts from *Herald*—
Mr. Albert Bennett, To ask the Under-Secretary of State for the Colonies, if he will give the full available facts regarding the recent seizure at Hongkong, of eight tons of smuggled Persian Opium; and whether, seeing that Sir Jordan stated at the Geneva meeting of the Advisory Committee on Traffic in Opium that he knew the Company which had shipped the opium and the name of the vessel which had conveyed it, he will say what action the British Government has taken in the whole matter.

22nd July, 1923.
The facts, as reported by the Governor of Hongkong are as follows:—On the 17th of January, the Hongkong Police received information that a fishing boat lying at anchor near a small island in the waters of the Colony had a quantity of arms and ammunition on board, and that the occupants were acting as watchman on a cave where opium was concealed. Acting on this information, the police proceeded to the island, arrested the occupants of the boat, in which were found two muser pistols, some ammunition and a pair of binoculars, and then searched the island. They discovered 84 tons of raw Persian opium packed in flour bags, each containing 10 parcels of 5 lbs. This is the ordinary packing for retail purposes.

No information has yet been obtained as to the persons responsible for the importation of the opium, and police proceedings against the persons in charge of the boat failed to obtain a conviction. The case was connected with the opium were concerned, although one of these persons was sentenced to imprisonment for a period of five years on a charge of being in illegal possession of arms. His Majesty's Government has at present no evidence of the name of the Company which shipped the Opium or of the vessel which had conveyed it, and is not therefore in a position to take action against any firm; and I understand that no information has been supplied by Sir J. Jordan. The traffic in opium between the Persian Gulf and the Far East has been engaging the attention of the Hongkong Government and the Imperial Government for a considerable time, as it has frequently been carried on under the cover of bogus declarations of clearance from foreign ports to Singapore and Hongkong. Endeavours are being made to cope with this traffic and suggestions have been made to the Hongkong Government for strengthening the local law on the subject.

BRITISH NOTE TO FRANCE AND BELGIUM.

SOME PLAIN SPEAKING.

ALLIED DEBTS: BRITAIN'S MAGNANIMOUS OFFER.

EARLIER CABLES.
[THROUGH REUTER'S AGENCY.]

LONDON, August 12th.

The silence maintained by the British Government as regards its policy since the French entered the Ruhr in January was broken to-night, when the Foreign Office issued the reply to the Franco-Belgian Notes which the Cabinet had approved last week, together with the previous correspondence with the Allied Governments.

The Note, which contains 8,000 words, is signed by Lord Curzon and opens by expressing sincere disappointment with the French and Belgian replies of July 30th. It is the identical Note of July 25th which accompanied the draft of the joint Allied answer to the German Memorandum of June 7th that represented the earnest effort of His Majesty's Government to indicate a practical way for arriving most promptly at a final settlement of the reparations question.

The Note acknowledges the courteous tone of the replies and trusts that the comments on their contents will be received in the friendly spirit in which they are offered.

The reply seems all the more necessary since, in a desire to avoid a controversy at a critical phase, the Government refrained from replying to the Franco-Belgian observations a month ago upon the so-called *questionnaire*, since that time the controversy, however, has been kept alive. His Majesty's Government preferred at that time to submit a definite plan of action by proposing an enquiry into Germany's capacity to pay, to be conducted within the framework of the Treaty of Versailles, and that the German Government be called upon to withdraw the orders enjoining passive resistance.

THE GOVERNMENT'S PAINFUL IMPRESSION.

"It is difficult to think how greater consideration could be shown to the Franco-Belgian point of view. The reception, however, accorded these proposals by the French and Belgian Notes of July 30th leaves His Majesty's Government under the painful impression that neither suggestion is welcomed by their Allies nor is their offered cooperation held to merit consideration, except on the condition that they depart from the reply in any one particular from what ever France and Belgium declare to be their overriding view and decision." The Belgian reply appears at first sight less uncompromising than the French reply, but a closer examination shows that the attitude of both, for all practical purposes, is identical. Hence His Majesty's Government deals with the two replies by a single answer. In neither reply is there any answer to the proposed reply to the German Government. The Belgian Government, indeed, still remains in favour of the principle of a joint reply, but the French Government passes the proposal in complete silence. Yet this was the main object towards which, in a desire for maintenance of Allied unity, His Majesty's Government devoted their efforts. This omission is hardly compensated by arguments and enquiries holding out a prospect of an indefinitely postponed controversy, while fundamental principles are only mentioned to declare that they do not admit of discussion. The Belgian reply does not reject so categorically as the French does the proposal for a fresh investigation of Germany's capacity to pay, but the Belgian consent to such an enquiry is made conditional upon obtaining for France and Belgium far-reaching pecuniary advantages at the expense of the Allies, notably Great Britain.

"A PALPABLE MISCONCEPTION OF THE SITUATION."

Such a suggestion reveals a palpable misconception of the situation. While the Belgian Note does not indicate a precise claim, the official semi-official pronouncements by French and Belgian Ministers show that France insists upon a minimum payment of 25 milliards of gold Marks over the amount required to meet her debts to Great Britain and the United States, and Belgium demands a minimum of 6 milliards of gold Marks, for which they ask further priority. Belgium has already received a disproportionate share of the reparations payments besides being entirely relieved of her war debts, and France, when counting to receive 21 milliards of gold Marks from Germany, must balance this amount against her debt of 12 milliards of gold Marks to Great Britain and 15 milliards of gold Marks to the United States, which would leave France a balance of 7 milliards of gold Marks. Therefore, her present demand, including the cancellation of debts is between three and four times larger than her share under the existing agreements. The Belgian request for priority for the restoration of the devastated areas is not justified by either the armistice terms or by the Peace Treaty. It is difficult to conceive what argument can be adduced to support it. "Sunk ships with their cargoes may not shock the eye like ruined villages, but they represent equally heavy losses of the national wealth."

CONSENT TO REVISION OF SPA PERCENTAGES REFUSED.

The Note refuses to consent to a revision of the Spa percentages. It is impossible to ignore the position of Great Britain. Apart from war damages Great Britain spent £400,000,000 to relieve unemployment after the armistice. She alone among the Allies is paying interest on war debts, and alone was deprived in the Allied interest of foreign securities estimated at £700,000,000 to £800,000,000. After recalling Great Britain's January offer, the Note declares that it is inequitable and impossible to ask the British taxpayer to make further sacrifices.

The Note adheres to the opinion that Germany's capacity should be investigated by impartial experts, who, if the French and Belgians insist, might act adversely only, and it declares that the Franco-Belgian insistence on a special qualification on the Reparations Commission cannot be sustained, because a Commission without an American representative would become in practice an instrument of Franco-Belgian policy alone.

GERMANY'S CAPACITY TO PAY.

The Note states that the Franco-Belgian replies challenge the British contention that it is in the best interest of the Allies to secure the German Government's acceptance of any reparations figure fixed, but His Majesty's Government are not convinced that a voluntary German engagement to accept the conclusions of experts should be regarded as valueless.

"NOT A SANCTION AUTHORISED BY THE TREATY."

The Note recalls the offer to join in advising Germany to withdraw her orders enjoining passive resistance, but says that the Government cannot subscribe to the thesis that passive resistance must cease unconditionally, because it is contrary to the Treaty of Versailles, adding that the highest legal authorities in Great Britain support the German contention that the occupation of the Ruhr does not fall within the clause in the Treaty to which France and Belgium appeal. His Majesty's Government have never concealed the view that the Franco-Belgian action was not a sanction authorised by the Treaty, but would be willing that this be referred to the International Court of Justice at The Hague, or other suitable arbitration.

WHAT GERMANY HAS PAID.

The Note repudiates the French charge of inconsistency in refusing to acknowledge the legality of the occupation of the Ruhr when the previous British joined in the presentation of an ultimatum threatening occupation, and actually participated in the occupation of Dueseldorf, Duisburg and Ruhrort, and says that such action was not in pursuance of the reparations clauses, but was on account of Germany's failure to perform her treaty obligations. If His Majesty's Government had not abstained from formally contesting the legality of the occupation of the Ruhr, it was solely due to the desire to avoid needlessly embarrassing the Allies. This should not be made a reproach now. His Majesty's Government would not even now have taken up the question of legality if they had not been challenged. The French Government now declares that the object of entering the Ruhr was not reparations, but the breaking of Germany's resistance, and the creation of a will to pay; but a will to pay is useless without the power, and the power to pay is likely to be extinguished altogether by the continuation of this stranglehold over the most important centre of the German industries.

The Note states that though His Majesty's Government is in no way satisfied with the amount Germany has paid, respecting her war debts, and the cost of the armistice of occupation more than twice the amount exacted from France in 1917, and also considerable sums in connection with the Clearing Offices, etc. The French Government are mistaken in attributing to His Majesty's Government the suggestion that simultaneously with advice to Germany to abandon passive resistance the Ruhr must be made to return to normal production. This suggestion in the British Note of July 25th was that proposals should be made for the restoration of the Ruhr to conditions enabling it to become an area fruitful in production, instead of international strife. His Majesty's Government are surprised and disappointed at the Franco-Belgian difficulty in agreeing to a reasonable and advantageous proceeding.

FRANCO-BELGIAN POLICY AND INTERNATIONAL PEACE.

The Note points out that the Franco-Belgian announcements regarding evacuation only in accordance with payments can only be interpreted as an intention to remain in occupation at least 35 years, while the time may be extended, indefinitely, if not in perpetuity. Such a situation, of which the political quiet apart from the economic consequences, could not be described as disastrous, cannot be viewed with the greatest concern. It would vividly conjure up a danger of international relations being affected in a manner threatening, in the words of the League of Nations, to "disturb the international peace." The Government cannot believe that the Franco-Belgian Governments will be able to reconcile the opinion of the world to the indefinite maintenance of so perilous a situation.

BRITAIN'S OFFER.

The French Government question the legality, and apparently the propriety, of the British suggestion on July 20 to open inter-Allied discussions with a view to a general final financial settlement, and asks whether the discussions would include inter-Allied debts. His Majesty's Government gladly takes this opportunity to explain its attitude, on which matter it encloses a separate memorandum. The Note says Britain is ready, subject to the just claims of other parts of the Empire, to limit her demands to payment by the Allies and Germany together of a net sum approximating to 14.5 milliards of gold marks, which represents the present value of the funded British debt to the United States. The concessions which His Majesty's Government may be able to offer in respect of inter-Allied debts must largely depend on the percentage which it would be able to recover from Germany.

They can only be granted in a substantive form when the general reparations settlement for which Britain has been pressing has been agreed, and is such that Britain's share of the payments can be regarded as an asset of real financial value.

QUESTION OF TERRITORIAL SECURITY.

The first step must be the fixation of the maximum reasonably recoverable from Germany, accompanied by arrangements ensuring the re-establishment of Germany's finances and credits on a sound basis, guaranteeing punctual payment of the German debt by a system of control freed from the economically unsound impositions inherent in the occupation of the Ruhr. The Belgian Government warmly welcomed the British offer to discuss sympathetically the question of security, but the French Government remarked that this had nothing to do with the Ruhr, postponing discussion, and has not named a future date. His Majesty's Government is not prepared to enter into any arrangement respecting the territorial security of Belgium apart from a similar arrangement as regards France, and in view of the declared indifference of the French Government, no useful purpose can be served by pursuing the matter.

BRITISH POLICY UNCHANGED.

Summing up, the Note reiterates the determination that Germany shall pay to her maximum capacity, but to ask more would only be to destroy German assets. The Government regard as doomed to failure the method of the French and Belgian ultimatum. British policy, as stated by Mr. Bonar Law last January, is unchanged. It means that Britain is prepared to waive, in the interest of a general settlement, a very large part of the amount for which the British taxpayer holds the due obligations of the Allied Governments, and Britain hopes the French and Belgian Governments will accept as reasonable the British position.

THE INTER-ALLIED DEBTS.

A memorandum on inter-Allied debts, appended to the Note, explains that Britain's offer means she is content to forego her rights to all reparations and treat her share of German payments as a reimbursement of the Allied debts to her. The total amount she asks from the Allies is the amount of the Allied debts. The Government greatly fears that persistence in the French policy will make the prospects of a settlement remote. The memorandum says if the Allies agree to the maximum recoverable from Germany, Britain will be prepared to write down the Allied debts to the amount representing the difference between the British share of the revised German obligation and the British share of the Allied debts to the United States, and even consider accepting payment in the form of new German obligations on the principle enunciated by Mr. Bonar Law in January.

BRITAIN'S RIGHTS NOT WAIVED.

It cannot, however, conceal from France that the latter suggestion is less attractive now that Germany's financial prospects have deteriorated in consequence of the new Franco-Belgian policy. The will of His Majesty's Government to discuss the mitigation of the French debt must be interpreted as waiving these rights as creditors. It is inadmissible that a French Treasury Bill to the British Government should be less binding than a similar Bill to a private investor.

FRENCH GOVERNMENT'S OBLIGATION.

There was no suggestion when the loans were made that repayment should be dependent on the recoveries from Germany. The Bills were the subject of renewal for a limited period after the war with the clear intention that they should be redeemed out of French Government loans on the London market. While His Majesty's Government, by continuing to renew these Bills beyond the contract period, tacitly recognised that the time had not yet arrived for carrying out the intention, it must clearly be understood that, failing a new agreement, its carrying out remains an obligation on the French Government which cannot honourably be repudiated, and in the meantime the present practice of adding the interest to the capital cannot be indefinitely continued, and the commencement of payment of at least part of the interest should be made immediately the sterling-franc exchange becomes measurably stable.

LONDON, August 12th.

The text of Lord Curzon's covering Note to the Allies on July 20 reveals the fact that he proposed that the occupation of the Ruhr should end as soon as the economic surties and guarantees to be required from Germany were put into effective operation.

FRENCH POLICY.

Paris, August 12th. Replying to Herr Cuno's speech in the Reichstag, M. Poincaré, when inaugurating the war memorial at Marville, said Cuno would not have used this arrogant language if the Allies had been unanimous, but whatever Cuno said he would not get the better of France and Belgium.

If the German Government persisted in its bad form and bad humour and obstinacy it would conduct Germany to a catastrophe. "We can but smile indulgently at Cuno's rhodomontade. If he thinks we shall leave the Ruhr before we have received the amount due to us, he is greatly mistaken. For ourselves we are not only sure of our rights, but we are sure of our means." M. Poincaré did not refer to the British Note.

LATEST CABLES.

BRITISH PRESS COMMENT.

General recognition that the white paper on Reparations and the Ruhr rank as one of the most memorable State documents of modern times has led the newspapers to devote columns of space to the reproduction of its contents. The latest British note is, however, the central object of attention and there is every reason to conclude from the Press comments that the Government's aim in deciding on publication in order to rally opinion to its way of thinking has been fully achieved.

Much satisfaction is manifested that the British Government has spoken its mind clearly, forcibly and without reserve, after a display of remarkable patience and continual effort to re-establish united Allied action. The Note is described as "essentially pro-British," this being an allusion to a recent exhortation by Mr. Baldwin who deprecated the idea of people being either pro-French, or pro-German in viewing current European problems.

The Liberal organs are among the warmest supporters of the Note.

The *Westminster Gazette*, assuming that the Government has clearly in mind the kind of separate action indicated notes says: "We have come to the point where there can be no turning back on our part."

The *Daily News* says Englishmen would never dream of using the tone employed toward France if they had not been driven to it by France's persistent indifference to British interests.

The *Times*, unlike a couple of its contemporaries who express the opinion that the British are unjustified in contesting the legality of the Ruhr occupation at this late moment, thinks the Note shows the French arguments for the occupation to be largely based on unwarranted assumptions, and surmises in view of the disorders in Germany, the possibility of the whole problem of reparations becoming obsolete.

The *Telegraph* believes public opinion here and in the Dominions will emphatically endorse the Note.

The *Daily Herald* thinks that M. Poincaré would perhaps admit the reasonableness of Mr. Baldwin's views more quickly if he knew that the Premier, in this matter, has the nation behind him. The *Morning Post* adopts a sober tone, being apparently under no embarrassment as a Conservative Premier, although it discerns a bias in favour of Germany in the note. The newspaper is concerned over probable French irritation at the contents. The *Daily Mail* alone maintains a strong Francophile front, and attacks the Government for being out of touch with national opinion and applies to the note the epithets "bad" and "stupid."

FRENCH AND BELGIAN PRESS COMMENT.

PARIS, August 12th.

The Paris newspapers are of the opinion that the British note is lacking in logic and justice and is not likely to promote a reparations solution.

The *Echo de Paris* says the Note is the preface to a new policy. The British Government has abandoned the path wherein it has walked for twenty years when it appeals to international opinion. France will not change her attitude in face of this crisis.

The *Matin* says the Note is a marvel of confusion and contradiction and shows, to a degree hitherto unsuspected, the state of moral disintegration into which the British leaders have fallen. No French Government will accept the judgment of any tribunal whatsoever.

The *Figaro* says, our friends are sufficiently aware of the French viewpoint, which is unchanged, to guess the nature of the French reply.

The *Gaulois* says the Note gives unexpected encouragement to German resistance.

L'Œuvre says the Note proclaims a monstrous principle of priority for bankers over victims.

"Puerile," "unworthy" and "deplorable" are among the adjectives used by *Le Journal*, which says it is a scandalous attempt to make the victims of fraud pay up.

BRUSSELS, August 12th.

The *Eclair Belge* says the British Note leaves the door open for further negotiation, but makes no practical suggestion; hence, the French and Belgian Governments will probably more acknowledge it. Fresh conversations are unlikely before the end of the parliamentary recess.

DUTCH ECONOMIES.

DRASTIC RETRENCHMENT PROPOSALS.

AMSTERDAM, August 12th.

The *Telegraph* understands that the new Finance Minister, M. Colyn, despite his intention to carry out the Navy Bill, will propose drastic economic measures estimated to involve a saving of one hundred million guilders. It is expected that the State Budget for 1924 will show a deficit of one hundred and forty million guilders. It is understood that M. Colyn will reduce the salaries of State functionaries and railwaymen, by fifteen per cent, and that he will also lengthen the legal working day and economise in all branches of social and insurance work.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

FRANCE AND CHINA.

FRENCH NAVAL FORCES TO BE STRENGTHENED.

PARIS, August 12th.

In connection with the presentation of the joint note to China regarding the security of foreigners and foreign interests, the French Government has decided to strengthen its naval forces in China.

JAPAN'S POLICY OF EXPANSION.

CONSTANTINOPLE, August 12th.

The Japanese *Charge d'Affaires* in a statement to the Press intends to cooperate in the reconstruction of Turkey, just as the European States are doing. He adds that so soon as peace be ratified, Japan will commence to carry out her programme, consisting of establishing permanent commercial and political relations with Turkey.

It is reported that the creation of Japanese Consulates at Smyrna and Brusa is contemplated.

COST OF RUHR OCCUPATION.

"FAR OUTWEIGHED THE BENEFIT."

Earl Winterton, speaking at the annual meeting of the Women's Branch of the Constitutional Association of the Herts and Worthing Division on June 30th, referred to the French occupation of the Ruhr. The cost of that occupation and the disturbance of trade had, he said, far outweighed the benefit derived. So long as that occupation continued and the reparations question remained unsettled there was little or no hope of a big European improvement of trade which would assist in this country. He feared we should have to face another winter of unemployment, which would be a serious thing for the country. Quite apart from the moral and ethical aspect of the question, it was a matter of bread and butter for us to get a settlement of the question in Europe. (Cheers.)

LATEST CABLES.

IRISH ELECTIONS.

REPUBLICAN WOMEN DISTURB GOVERNMENT MEETING.

LONDON, August 12th.

The opening of the Free State Government candidates' election campaign, with a demonstration at College Green, Dublin, was attended with considerable disorder. Mr. Cosgrave and other Ministers were subjected to constant interruptions from groups of female Republicans, who distributed over the crowd and who kept up a continuous volume of screaming and yelling. An attempt by the women to rush the platform was frustrated.

The candidates for the elections include the Republicans, Countess Markievicz and Mary McSwiney, and the Free State candidate, Mrs. Powell, sister of the late Mr. Michael Collins.

The late Mr. Michael Collins, Commander-in-Chief of the Irish Provisional Government Army, was ambushed and shot dead in August 1922.

EARLIER CABLES.

GERMAN CRISIS.

NUMBERS KILLED IN FOOD RIOTS.

BERLIN, August 12th.

Following the proclamation of a general strike, a section of the Municipal workers have come out, consequently the gas and electricity supply is cut off from parts of Berlin.

Riots and strikes are reported from many parts of the country. Thirteen persons were killed and many wounded in a collision between the police and demonstrators near Breslau. Three were killed and 40 wounded at Hannover, where a crowd plundered the shops. All the mines and factories are idle at Stassfurt, in Saxony, where a workman was killed in a fight between strikers and Nationalists. Food shops were looted at Frankhausen.

The movement is spreading to the occupied zone. Communists at Rathausen, near Gelsenkirchen, erected a gallows, from which hung dummies representing Dr. Cuno, Herr Stinnes and others. The police thrice removed the gallows, which were thrice re-erected. A fight ensued, in which five demonstrators and one policeman were killed, and ten persons were wounded.

CUNO CABINET RESIGNS.

HERR STRESSEMAN TO FORM MINISTRY.

BERLIN, August 12th.

The resignation of the Cabinet has been accepted.

BERLIN, August 12th.

Herr Stresemann, leader of the People's Party, which is supported by Herr Hugo Stinnes and other industrialists, has been charged to form a Cabinet.

DAVIS CUP.

CHICAGO, August 12th.

In play in the American final of the Davis Cup, Anderson (Australia) defeated Shimizu (Japan) 6-0, 6-3, 6-3. Australia thus won the final in the American zone, qualifying to meet France in the world final. Hawke defeated Fukuda, 6-3, 6-4, 6-2.

JAVA STRIKE FIASCO.

NATIVE DISCONTENT.

The Batavia correspondent of the *Times* wrote recently:

The strike recently organized among the native railway employees in Java has proved a fiasco. There were some disturbances in the eastern parts, but no violence, and although the troops were called out they were not required.

The suggestion of a strike of natives in Java would have been ridiculed a few years ago. From one end of the island to the other the various races are docile and happy. In the last few years a breed of professional agitators has developed.

The "Sarikat Islam," formerly a merely religious society organized by Mohammedan priests, is now political and absolutely anti-European. Every little village now has its school; you find them in the remotest villages of the Sumatra mountains. One of the drawbacks of this lavish educational system is that the old-fashioned teachings have been abandoned. A few years ago women and girls made wonderful lace and gold-worked cloth. All the houses in Padang were elaborately carved. Hand-beaten brass work was made everywhere. Now, the girls can read and write, but they cannot sew. It is a common complaint that "the Government has educated us and yet does not employ us."

The leader of the would-be railway strikers is a Malay named Samaoen, leader of the Mail and Tramway Employees' Union. The strike was organized against a reduction in wages, but Samaoen is a self-acknowledged Communist and dared Government officials to arrest him. He was arrested. The Dutch East Indian Administration were well prepared and the strike broke down with the dismissal of a number of workmen. All the same, it is the most serious affair of its kind that has ever happened in Java.

MALARIA AS A REMEDY.

THE WORLD'S SECOND LARGEST ASYLUM.

At a recent medical lecture at Vienna, attended by several guests from abroad, among them being Professor Schriber from London, a new method was dealt with by which progressive paralysis may be favourably influenced. At the clinic of the well-known Professor Wagner-Jauregg, progressive paralysis, a late appearance of syphilis, was treated with Salvarsan—however, without success. As known by experience, lunatics seized with an illness with high fever improve, and the doctors now attempted to inoculate the mentally deranged with malaria. After awaiting some eight to ten fever attacks, the malaria is stopped by quinine. Cases treated in good time result in an improvement lasting for years, and in rehabilitation for work. Of paramount importance for the treatment is, of course, the question which centre of the brain was affected by the stimuli of syphilis. If an essential part of the brain was inflamed and healed through the application of malaria therapy with a scar, a lasting defect naturally follows, despite the cure of the illness.

Since 1919 three hundred cases have been treated at the Wagner-Jauregg clinic. It is owing to the new method that the number of paralytics who have to be nursed at asylums has declined. The chief aim of medical research now is to cure syphilis in its stage of the first two years by artificial malaria, so as to prevent paralysis altogether, which breaks out ten years later. At the clinic of the well-known Professor Finger, surprisingly good success has been achieved by treating the syphilitic patients by malaria combined with Salvarsan.

The new method of Professor Wagner-Jauregg is also practiced at the "Steinhof," the Austrian lunatic asylum opened in 1907, at the western outskirts of Vienna, on the slopes of the Wienerwald, about 1,000 feet above sea level.

After New York, the Steinhof is the largest asylum in the world with nearly 3,000 beds. It is an excellently-arranged little garden city, having sixty-one houses, of which twenty-four pavilions are used for the diseased.

JUDGE'S FAULTY WILL.

Mr. Justice Bray, who died last March, aged 80, like many other famous judges and lawyers, failed to make his own will correctly, as certain interrelations were unattested and could not be admitted to probate.

He left unsettled property of the gross value of £107,333, bequeathing £100 to his clerk, John Moorman, and the bulk of his estate to his widow.

Lord St. Helier, a schoolfellow of Mr. Justice Bray, and for many years sitting in judgment on other people's wills as president of the Probate Court, also made a faulty will, as did Lord Halsbury, Lord Grimthorpe, Judge Eustoul, Judge Bacon, Lord Brougham, Lord Lyndhurst, and Lord St. Leonards.

WORLD THEATRE.

MARIE PREVOST.

The beautiful girl who made the California beaches famous appears in the stunning production, "Moonlight Follies," now showing at the World Theatre, featuring Marie Prevost in the leading rôle. She loved to play with men, but marry them, oh, never. And then she met Torry Griswold. See how Marie Prevost "dipped" in "Moonlight Follies," her premier universal success, in which her latent dramatic talent and her physical beauty are revealed. Those who deplore the loss to the screen of the "movie" most beautiful figure will be silenced when they see Miss Prevost in "Moonlight Follies."

NAPIER JOHNSTONE'S

'N. J. CLUB'
SCOTCHThe "Peg"
of Ages
1745
till
to-dayOBTAINABLE FROM
LANE, CRAWFORD, LTD.
AND ALL WINE MERCHANTS*This pure old Whisky has had, since 1745,
a great reputation amongst connoisseurs
for its mellow flavor, and still maintains
a world-wide identical quality.***RADIO PARTS**
Just Arrived.**NIKKO & CO.**71, Des Vœux Road,
Corner Pottinger Street.**WORLD THEATRE**MONDAY, 13th, & TUESDAY, 14th August,
at 5.15 P.M. and 9.15 P.M.**MARIE PREVOST**

in

A Stunning production, equaled in Drama and
Luxury by Few Super-Pictures.**MOON LIGHT FOLLIES.**

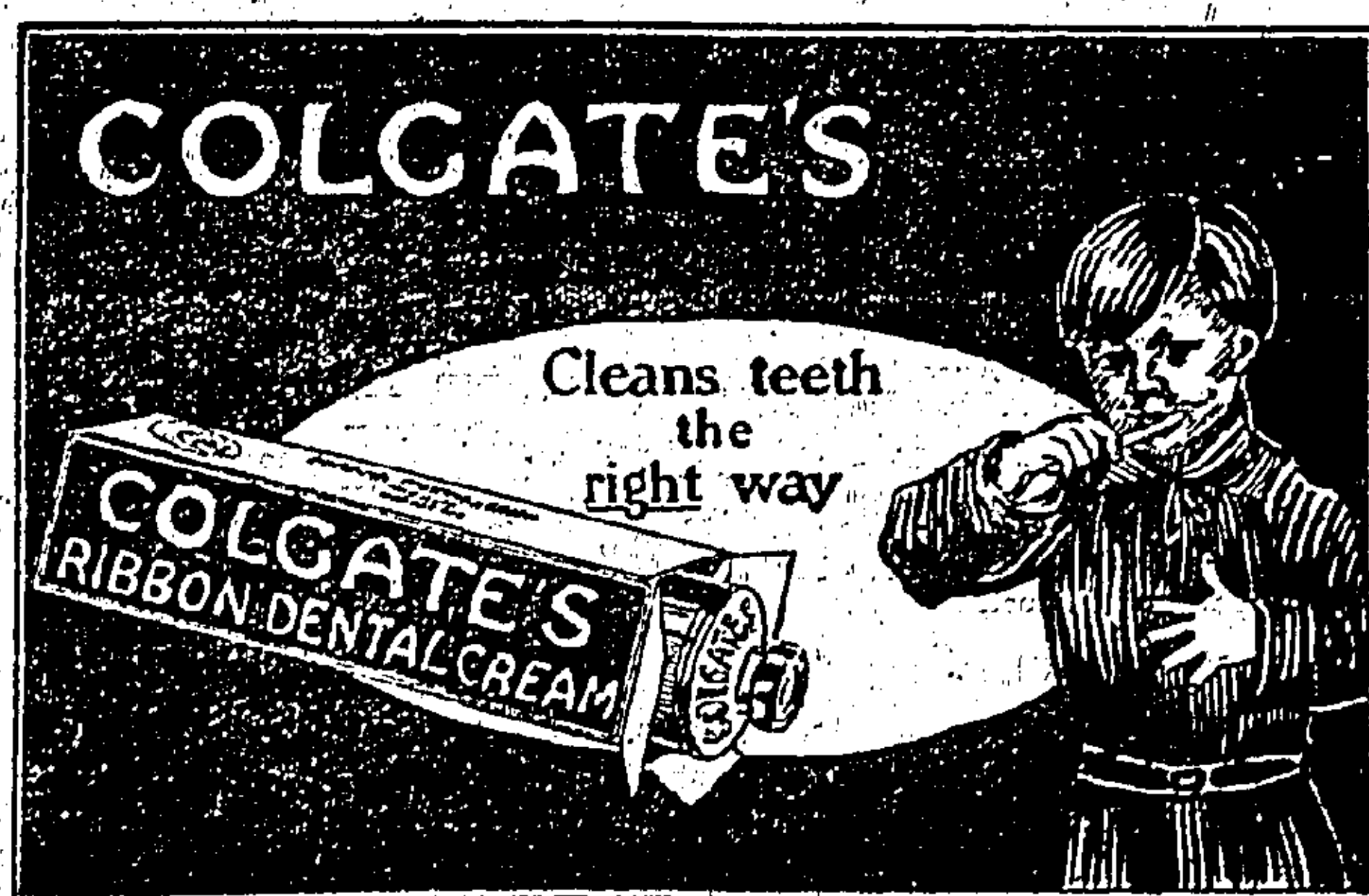
2.30 & 7.15 p.m.

"AROUND THE WORLD IN 18 DAYS"

Episodes, 1, 2 & 3.

USUAL PRICES.

BOOKING AT THE THEATRE.



Agents:—HONGKONG TRADING CO., LTD.

WIFE'S VOW OF OBEDIENCE.
WOMAN PREACHER'S VAIN
PROTEST.

Alterations to the marriage service, mainly dealing with the woman's promise to obey her husband, were proposed by Miss Mauda Royden, formerly a preacher at the Congregationalist City Temple, in the House of Laity of the National Assembly of the Church of England at Church House, Westminster, on July 5th.

She moved a series of amendments to the proposed Revised Prayer Book "with the object of bringing the terms of the vows exchanged in the marriage service into better harmony with the real position of women to-day."

For the words, "Wilt thou obey him and serve him?" she wished to substitute, "Wilt thou love him and comfort him?" The woman's promise to "obey" was to be altered to "cherish." The giving of the woman to be married was to be left out; the man was no longer to say, "with all my worldly goods I thee endow," and a rubric was to be inserted directing that the woman should give the man a ring.

Miss Royden said that the vow to obey was of an extraordinarily obsolete character, and especially inappropriate to the relations of the sexes. Man and wife should be placed on terms of equality. The Church should have taught that self-control was necessary in marriage, and that the wife's feelings should be consulted and her will accepted at least as often as the husband's.

THE PROTECTING RING.

Mrs. Creighton said that true marriage was a partnership and comradeship, in which each takes and each gives. The question of obedience hardly came into it at all. She thought the giving of a ring to the man in marriage might sometimes be to him a same sort of protection that the ring was to a woman.

Lord Hugh Cecil said the service expressed the teaching of St. Paul in regard to the family. He taught the subordination of the wife to the husband.

Mr. Athelstan Riley protested against attempts to make the Bible conform to the modern world, instead of the modern world to the Bible.

After further discussion two of the amendments were withdrawn and the others were lost.

PRAYERS OR LABOUR.

In the House of Clergy it was decided to permit the insertion in the Litany of prayers for the safety of "the forces of the King by land, sea, and air," for "all who serve mankind by labour, commerce, and learning," and for "miners and those who labour in other dangerous occupations."

PRINCE ATTACKED IN BED.
HE AND WIFE DRUGGED AND
ROBBED.

A BRITISH PEARL.

Prince and Princess Giustiniani-Bandini, who are the Earl and Countess of Newburgh in the Scottish Peerage, were attacked and robbed in their mansion in the centre of Rome on July 8th, the burglars first chloroforming them and then ransacking the Prince's safe of valuables and cash worth 2,000,000 lire (£18,500 at present exchange).

The Prince—who is the head of an ancient house well-known in Italian history for its soldiers and statesmen—and the Princess were asleep when both were awakened by the pressure on their nostrils of cotton-wool pads soaked with chloroform held by two men, barefooted and wearing black masks.

The Prince and Princess cried out and struggled, when the masks fell from their assailants' faces, revealing them, it is alleged, as the Prince's Brazilian valet and his chauffeur.

The Prince and his wife, who are 61 and 53 respectively, continued to struggle. The Prince, who is still vigorous, was overpowered only when his wife had succumbed to the anaesthetic. Both the assailants were then free to deal with him.

When he recovered his senses he found that all the doors of the room had been locked and the electric light, bell, and telephone wires cut. He managed to wake some of the servants, who broke in the door.

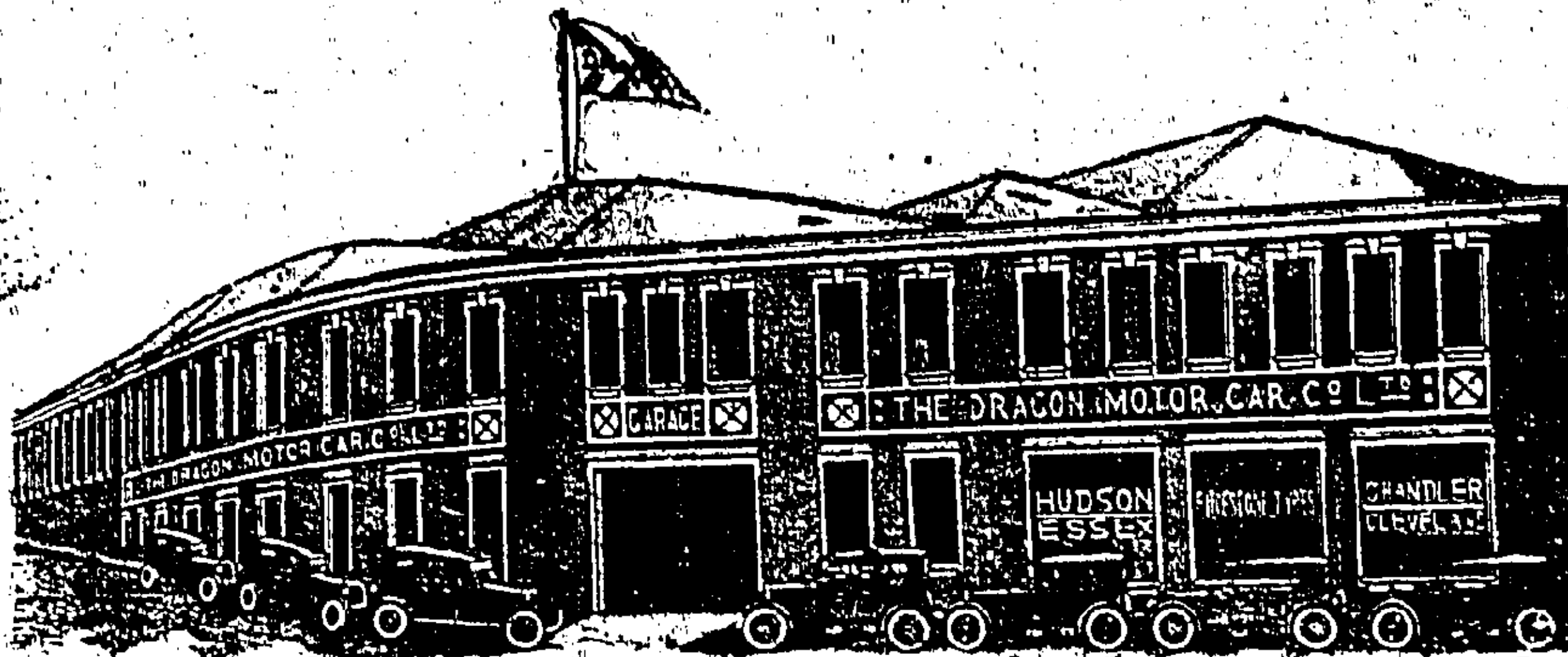
A rapid survey of the house revealed that the thieves had taken the keys of the Prince's safe, whence they had removed several of the family heirlooms and other jewellery.

Among their loot was a diamond and ruby diadem which the family received as a gift from Queen Hortense, Napoleon Bonaparte's step-daughter, and also the famous Giustiniani-Bandini necklace of pearls.

In the fight with the two men the Prince sustained a fractured left arm and other injuries. The Princess is confined to bed suffering from shock.

The Prince is the ninth Earl of Newburgh, the title dating from 1690. Charlotte Maria, Countess of Newburgh, succeeded her father, the second earl, in 1694. She had a grand daughter, Cecilia, who married the 5th Prince Giustiniani. In 1814 the Countess's grandson, the fifth earl, died, and he was succeeded by his grandson, Prince Giustiniani, whose father had married the Countess Charlotte-Maria's grand-daughter.

He did not claim the title, but his daughter, who succeeded him, was naturalised by Act of Parliament in 1857, and her claim to the peerage was allowed in 1858. The Earl is also Viscount Kynnaid and Baron Loringstone.

Motor Car storing, washing and cleaning
In this, our new concrete Main Garage and
Service Station, Wong Nei Chong Road
(Happy Valley), upper end of Race Course.P R
MONTH
\$20**THE DRAGON MOTOR CAR COMPANY, LTD.**

Main Garage and Service Station

Telephone Central 482 or 3980.

**Children Delight In
Cuticura Soap Baths**

Because they are soothing and refreshing for tender skins, especially if assisted by Cuticura Ointment on first signs of redness or roughness. The Cuticura Talcum also, delicately perfumed and exquisitely perfumed, is excellent for little ones.

See 14, Talisman 14, 24, Ointment 14, 24, and 34, 44, 54, 64, 74, 84, 94, 104, 114, 124, 134, 144, 154, 164, 174, 184, 194, 204, 214, 224, 234, 244, 254, 264, 274, 284, 294, 304, 314, 324, 334, 344, 354, 364, 374, 384, 394, 404, 414, 424, 434, 444, 454, 464, 474, 484, 494, 504, 514, 524, 534, 544, 554, 564, 574, 584, 594, 604, 614, 624, 634, 644, 654, 664, 674, 684, 694, 704, 714, 724, 734, 744, 754, 764, 774, 784, 794, 804, 814, 824, 834, 844, 854, 864, 874, 884, 894, 904, 914, 924, 934, 944, 954, 964, 974, 984, 994, 1004.**WAYGOOD-OTIS
LIFTS**

For particulars and quotations apply to

The Sole Agents—**DODWELL & CO., LTD.**

MACHINERY DEPARTMENT.

TELEPHONE C. 1030.

THE EAST ASIATIC CO., LTD.,
COPENHAGEN.**The S/S. "BOLIVIA"**will be loading for ROTTERDAM, AMSTERDAM, HAMBURG,
OPTIONAL LONDON, COPENHAGEN and other
SCANDINAVIAN PORTS.

About 31st August, 1923.

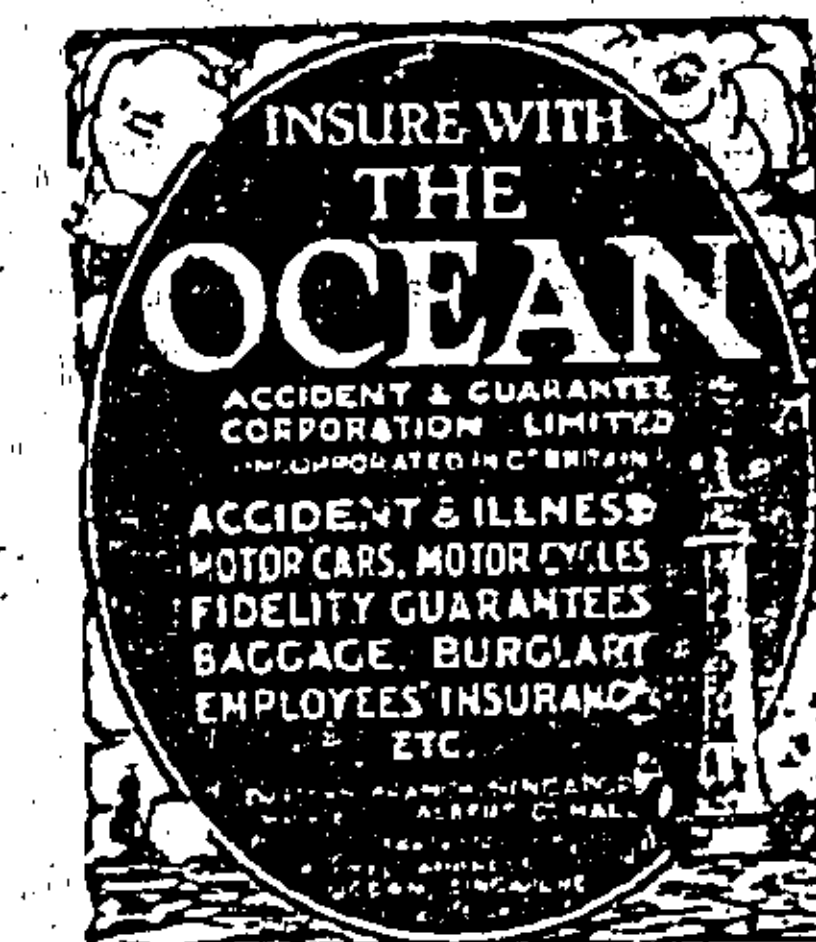
Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Java"	20th August	28th September
M/S. "Africa"	26th August	5th October
M/S. "Chile"	10th October	15th November

Subject to change without notice.

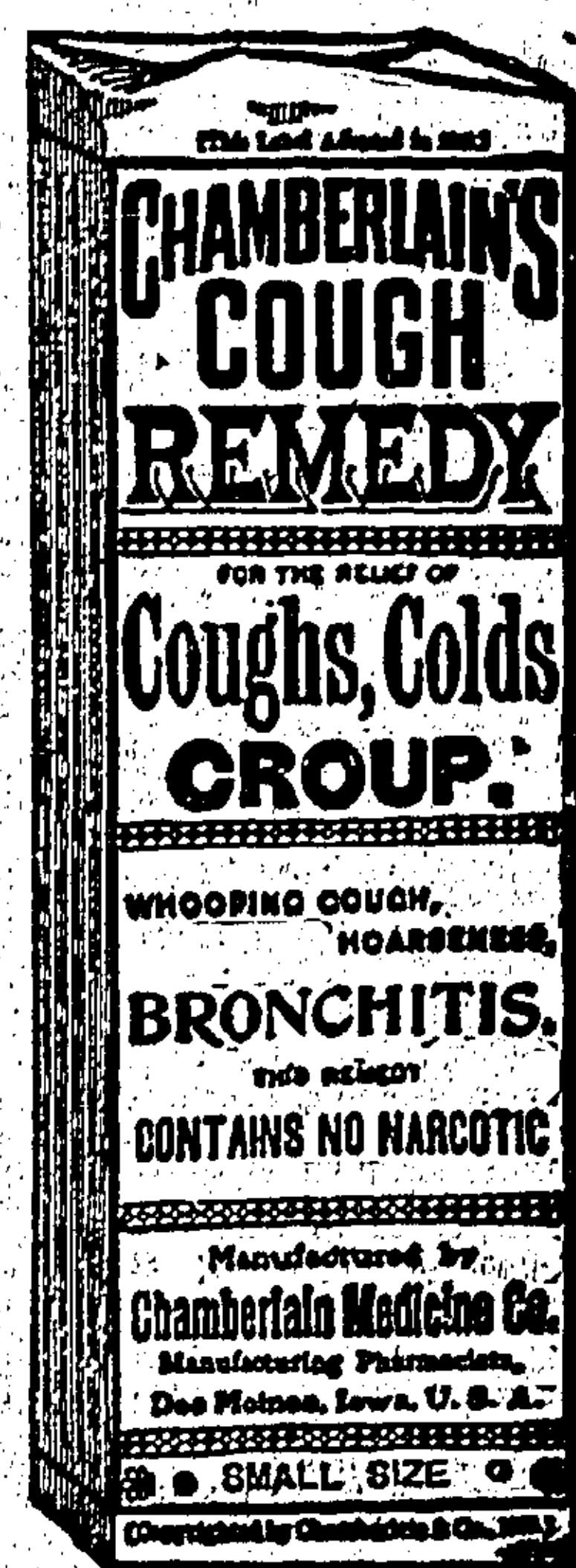
For further particulars please apply to:—

JOHN MANNERS & CO., LTD.

Agents.

**SHANGHAI OFFICE:—**
No. 33, PEKING ROAD, SHANGHAI.AGENTS for Hongkong and South China
DODWELL & CO., LTD.
TELEPHONE C. 1030. 2, QUEEN'S BLDG.**THE NEW FERRON REMEDY.**
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3**WORTH
WHILE**

Nothing that you possess is more worth looking after than your health. Your comfort, your happiness, your efficiency and success all depend upon it. Take good care of it! Never neglect any ailment of the stomach, liver or bowels but make a point of taking a dose of Beecham's Pills as soon as you are conscious of indisposition—faintness, a cause. Many people find this an excellent way of avoiding the many disorders which arise from constipation and indigestion and a reliable means of preserving health and strength.

**BEECHAM'S
PILLS**

TRAVEL TALK.



How long have you been out from Home?

and

When do you go on leave?

Every day you hear these questions in Hongkong. The latter is always an interesting topic of conversation.

Have you thought about which way you will go next time?

The ROUTE via CANADA offers unlimited attractions with its wonderful scenery, busy cities and holiday resorts.

We will gladly supply you with fares, illustrated booklets and first hand information.

CANADIAN NATIONAL RAILWAYS

(Separate and Distinct from C.P.R.)

Write, Call or Telephone

GENERAL TRAFFIC OFFICES:

Phone C. 2004

Queen's Buildings, 3, Chater Rd.

HUGO STINNES LINIEN

Regular Monthly Freight and Passenger Service between Japan, China, Hongkong, Manila and Straits and Hamburg and other North Continental Ports.

OUTWARD from Hamburg via Ports of Call

Steamers	Tonnage, d.w.	Arrival
*Carl Legien	9,000 tons	7th September
*Adolf von Baeyer	9,000 tons	First half of October
*Emil Kirdorf	9,000 tons	First half of November
*Schoer	12,300 tons	First half of December

HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Schoer	12,300 tons	29th Aug., Calling at Manila 19th Sept.
*Albert Vogler	9,000 tons	—
*Carl Legien	9,000 tons	—
*Adolf von Baeyer	9,000 tons	—
*Emil Kirdorf	9,000 tons	—

*These steamers are fitted with all comfort for the convenience of about 50 first class passengers.
†Cargo boat.

AGENTS

REUTER, BROCKELMANN & CO.

26, Des Voeux Road Central.

Phone Central No. 478.

KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN OVERSTRATEN"

will be despatched to

SINGAPORE & BELAWAN-DELI Direct.

18th of August, 1933.

1st Class Fare to Singapore—\$100

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN,

Telephone Central No. 1574.

Agents.

BRITISH RAILWAY SPEED
IN 1932.SIXTY-MILE AN HOUR RUNS.
GROUPING AND COMPETITION.At special correspondent of *The Observer* writes:—

If the summer time-tables of 1932 were in some respects disappointing, those of 1933 are much more satisfactory, and show that the progress in speed, which was interrupted by the war, has now definitely been resumed. This there are not a few important towns to which the fastest time from London is less than it ever was before the war; instances of this are Cardiff, Leamington, Hereford, Torquay, Fosse, Stone, Southampton, Scarborough, Hull, Coventry, Leeds, and Stoke-on-Trent; while to the majority of others the pre-war times have been restored.

"Quickest times" are not necessarily the best guide to the effectiveness of a service as a whole, but they do show the tendency of railway policy in the matter of speed. There have been periods when those responsible for the framing of time-tables have appeared to be afraid of speed as of something dangerous, whereas the chief object of express passenger train is to supply it—and this more than ever now, when the aeroplane is appearing on the horizon as a competitor. That this fear has been outgrown is suggested by the number of runs on English railways now or about to be booked at over sixty miles per hour from start to stop. These include Swindon to Paddington at 61.8, Darlington to York at 61.5, Leicester to Nottingham at 61.1, Paddington to Bath twice daily at 61.6, and Aylesbury to Leicester at 60.1; while in addition to these are many at over fifty-eight miles per hour, a few of which are Birmingham to Coventry at 59.2, Rugby to Leicester at 59.7, Paddington and Bristol, four times daily at 59.2 and 58.8, Paddington to Leamington, twice daily, and Euston to Coventry, three times, at 58.1.

THE GREAT WESTERN.

The chief features of interest in the services of the four railway groups may be briefly noticed. In the case of the Great Western we have three of the 60-mile-an-hour runs, and a general speeding up of an already very rapid main line service, stop speeds of 25 miles per hour or more, providing in all 28 runs daily at start-to-stop speeds of 37 miles per hour or more, with a total mileage of 2,650—an increase of 5 runs and 500 miles on last year. The 2.30 p.m. from Paddington to the West via Westbury, with its three-hour timing to Exeter (37.9 m.p.h.) which had been in abeyance since 1918, has been revived, and the 4.15 p.m. Plymouth via Bristol is allowed only 79 minutes to its first stop at Swindon, 77 miles equal to 53.6 miles per hour in the harder direction of running. The quickest time between Cheltenham and Paddington becomes 2 hours 20 minutes, as against 2 hours 40 minutes in 1914, this journey including the run at 61.8 miles per hour from Swindon. A new run without stop between Birmingham and Chester in each direction (53 miles) brings Chester within 3 hours 53 minutes of London by this route (193 miles), a gain of 15 minutes on last year's best, and 20 minutes on the best of 1914. Cardiff, 145 miles from Paddington, is reached in 2 hours 40 minutes by the 5.0 p.m. train, the previous best having been 2 hours 50 minutes. Two trains are booked over the difficult 87 miles from Paddington to Leamington in 90 minutes (53.1 m.p.h.), besides a number of others in each direction in 91 minutes; and no fewer than 13 trains daily run between Paddington and Birmingham, 100 miles, in two hours, generally with an intermediate stop.

THE SOUTHERN.

On the railways comprising the Southern group, the actual amplification of the services to the holiday resorts are being made, and certain of the Waterloo-Portsmouth trains accelerated by the elimination of stops. There is naturally a rather large preponderance on these lines of seasonal improvements which will disappear in the autumn, as distinguished from permanent accelerations in the services between important business centres, which are more momentous. Both kinds are conspicuous in the alterations to be made on the London and North Eastern group, which included reductions of the present times from King's Cross as follows: To Edinburgh by 20 minutes to 8 hours by the night express, and by 15 minutes to 8 hours 15 minutes by the day; also to 7 hours 45 minutes (the pre-war best) by the Highland express, which only conveys passengers for beyond Edinburgh; to Aberdeen and Inverness by amounts varying from 21 to 40 minutes; to Newcastle by 11 minutes in the down direction to 5 hours 19 minutes, and 40 in the up to 5 hours 20 minutes; to Scarborough by 47 minutes to 4 hours 30 minutes in each direction with only one stop, at York, between which and King's Cross the speed is 53.7 miles per hour; to Leeds by 25 minutes down and 30 up to 3 hours 25 minutes non-stop in each direction, this being 10 minutes less on the down run than ever scheduled before, and representing an average speed of 54.3 miles per hour, and to Harrogate by an hour to 4 hours, at 51 miles per hour.

The Midland section of the London Midland and Scottish Railway provides no thrills, and the service is practically the same as last year's save for an acceleration to Edinburgh which does not, however, bring the time within an hour of the fastest by the East Coast route.

3½ HOURS TO MANCHESTER.

On the London and North Western section one important improvement since last year has been the restoration of the 3½ hours timing between Euston and Manchester by one train in each direction, and the general timing-up of the Manchester and Liverpool services, whereby the average time of the three best Manchester trains in each direction becomes 3 hours 41 minutes, almost equal to the pre-war figure of 3 hours 30 minutes, with a corresponding acceleration of the Liverpool trains. In neither of these cases, however, would one be disposed to say that the limit has been reached, and a three-hour timing to Manchester will be perfectly feasible when considered expedient.

SCOTTISH ROUTES.

Attention has also been paid to the Scottish services, the quickest times by this route to Glasgow, Edinburgh, Perth, and Inverness being now 8 hours 15 minutes, 8 hours 15 minutes (both by the 10 a.m. ex Euston, which incidentally runs the 141 miles from Crewe to Carlisle over Grayrigg and Shap summits without a stop at 51.9 miles per hour), 9 hours 15 minutes, and 12 hours 30 minutes, being accelerations on last year's timings of 13, 13, 23, and 85 minutes respectively, though in each case inferior to the best of 1914. Here again it should not be forgotten that by this same West Coast route the journey to Edinburgh was made on one occasion thirty-five years ago in 4 hours 34 minutes, and that to Perth was regularly booked in the summer of 1906 in 8 hours 36 minutes.

COMPETITIVE SERVICES.

The Birmingham services, run in intense competition with that of the Great Western, is the most efficient on the system, including no fewer than 19 start-to-stop bookings at over 50 miles per hour—a rate which is not attained by any other North-Western train—with a total mileage of 1,585. "Grouping," cannot, of course, altogether eliminate competitions to certain places, of which Birmingham, Nottingham, Leicester, Leeds, and Bradford are now instances; and there is also definite competition between different places in the case of certain holiday resorts. Thus Scarborough (230 miles from King's Cross at 51 miles per hour, making 4 hours 30 minutes); Torquay (196 miles from Paddington at 53.7 miles per hour, making 2 hours 33 minutes); and Rye (200 miles from Euston at 50.4 miles per hour, making 4 hours 9 minutes) may be regarded as alternative possibilities for the holiday-maker, of which, as regards train service, Torquay at present has decidedly the best of it.

Other routes must be passed over in this brief comment, as also must be the development of one very important recent development, namely, the great increase in cross-country express services in which London does not figure, of which those between Aberdeen and Penzance are perhaps the most striking.

MASONIC BENEVOLENCE.

The fifty-fifth anniversary festival of the Benevolent Fund of the Grand Lodge of Mark Master Masons took place on June 28th at the Connaught Rooms, Great Queen Street, under the presidency of Colonel William Long, C.M.G., Provincial Grand Master of Somerset, when the sum of £7,721 was collected at the hands of 632 stewards. London sent £1,138 with ninety-two stewards, Somerset (with fourteen lodges) £1,624 with sixty-seven stewards, and West Yorkshire £1,236 with 150 stewards.

SEAMEN'S INSTITUTION

21, PRATA EAST, HONGKONG

FOR the use of all Men of the Mercantile Marine and R.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories, Steam Launch "The Volunteer".

A LING & CO.

19, Queen's Road Central, HONGKONG.

FURNITURE AND PAINT

GOODS STORE

Glass Engraving, Sign-Board and Mirror Maker.

Canton Marble in Various Shades

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging Undertaken.

Telephone Central 1211.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SALES	SUBJECT TO ALTERATION.
STRAITS & CALCUTTA	"HOSANG" ... Tuesday, 14th Aug., 3 p.m.
ANTUNG via SHANGHAI	"ESANG" ... Wednesday, 15th Aug., 11 a.m.
TSINGTAU via SWATOW	"FOOSHING" ... Wednesday, 15th Aug., Noon.
SHANGHAI via SWATOW	"TUNGSHING" ... Friday, 17th Aug., 11 a.m.
MANILA	"MINGSANG" ... Friday, 17th Aug., 3 p.m.
SHANGHAI via SWATOW	"WAISHING" ... Sunday, 19th Aug., 10 a.m.
BANGKOK via SWATOW	"CHAKSANG" ... Monday, 20th Aug., 2 p.m.
TSINGTAU via SWATOW	"KWONGSANG" ... Wednesday, 22nd Aug., Noon.
TIENSIN	"CHIPSING" ... Wednesday, 22nd Aug., 2 p.m.
STRAITS & CALCUTTA	"LAISANG" ... Wednesday, 22nd Aug., 3 p.m.
Kobe via SHANGHAI	"KITSANG" ... Thursday, 23rd Aug., Noon.
HAIPHONG via HOIHOW	"LEESANG" ... Friday, 24th Aug., 8 a.m.
SANDAKAN	"HINSANG" ... Thursday, 30th Aug., 11 a.m.
BANGKOK via HOIHOW	"OHUNANG" ... Wednesday, 31st Aug., 8 a.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, reserving from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Haiphong when inducement offers.

BOHENO LINE—Frequently sailings to and from Sandakan by two 5,000 ton steamers, "HINSANG" and "MAHANG" both steamers having excellent passenger accommodation. Cargo taken of through Bills of Lading for Kuching, Jemolun, Labuan, Tawau and Lahad Dato.

TIENHIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

S.S. "HOSANG" will be despatched on or about Tuesday, 14th Aug. at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to:—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER.

Telephone Central No. 215

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

Vessel	Due Hongkong
"GLENSHANE"	14th Aug.
"FEMERKESHIRE"	28th Aug.
"GLENLUCE"	10th Sept.
"GLENUGLE"	20th Sept.
"CARMARTHENSIRE"	6th Oct.

HOMWARDS.

Vessel	Leaves Hongkong	Discharges
"CARMARTHENSIRE"	16th Aug.	London, Rotterdam & Hamburg.
"GLENBEG"	29th Aug.	London, Rotterdam & Hamburg.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

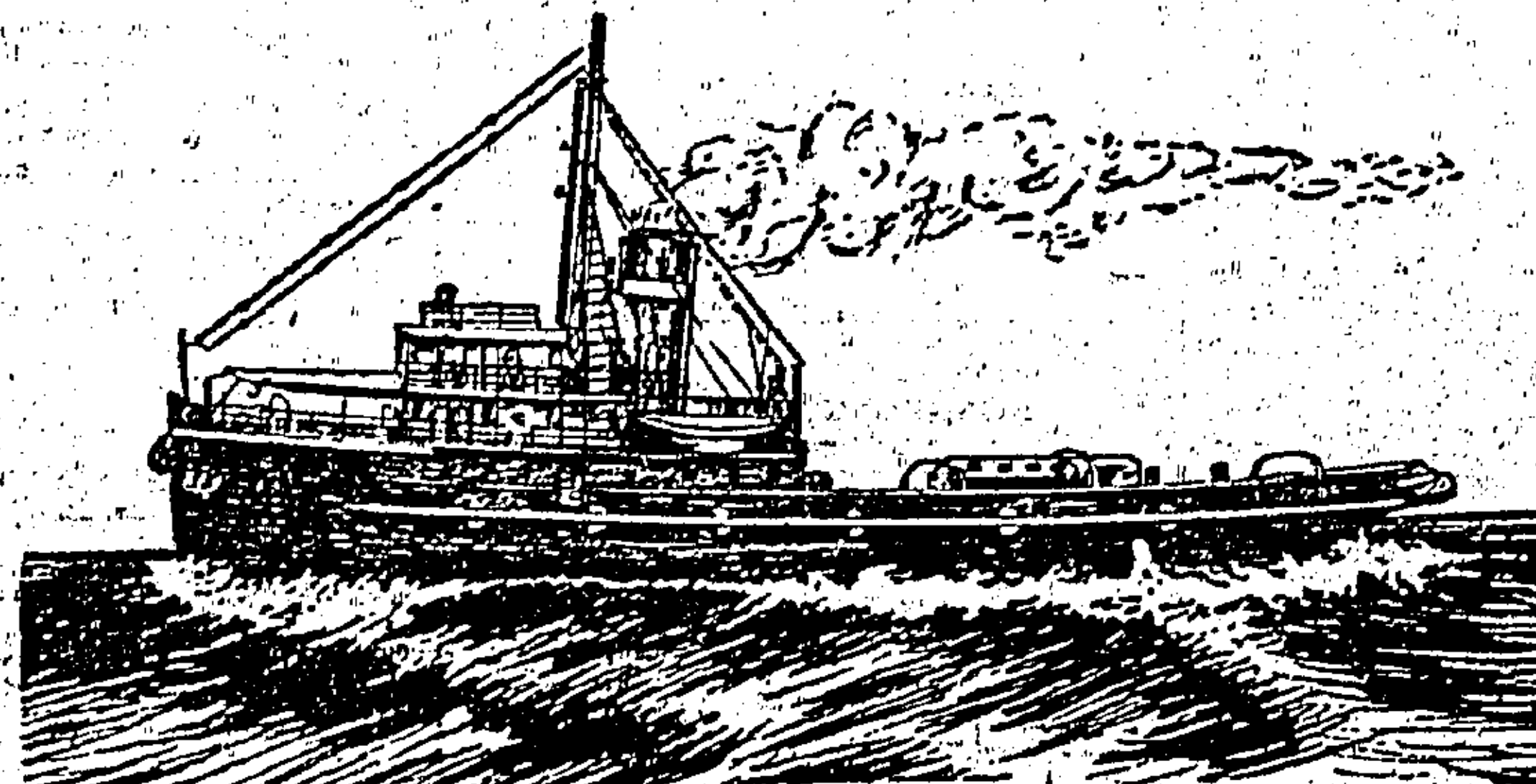
Telephone: Central No. 215 and 22, 23 and Central 1890.

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 144 ft., Breadth 24 ft., Depth 17 ft. (m) L.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressors, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG:

FOR HAIPHONG via Hoihow & Pakhoi

S.S. "TAIKWA MARU" ... on or about 23rd Aug.

FOR KEELUNG via Swatow & Amoy

S.S. "NANYO MARU No. 1" ... on or about 23rd Aug.

For further particulars, please apply to:—

S. MITAHARA

Branch Office
No. 27, Bonham Street, West
Tel. Central No. 155.Top Floor, King's Building
Tel. Central No. 140.

SHIPPING NEWS

ARRIVALS.

August 11th.
Typhoon, Dutch str., 2,444 tons, Capt. R. P. Hope, from Samarang, with sugar—J.C.J.L.
 August 12th.
Aurora, Dutch str., 931 tons, Capt. J. Liberg, from Balikpapan, with oil.
Asiatik, Petroleum Co.
Asiatik, American str., 4,790 tons, Capt. W. van den Harding, from San Pedro, with kerosene—Standard Oil Co.
Zhangyang, British str., 1,203 tons, Capt. H. P. Hope, from Saigon, with rice—B. & S.
Zhangyang, Dutch str., 6,004 tons, Capt. E. H. Kroes, from Miki, with coal—J.C.J.L.
 August 13th.
Asiatik, Chinese str., 214 tons, Capt. Kwok Shan, from Haiphong, with a general cargo—On Fat & Co.
Asiatik, British str., from Canton.
Fongshing, British str., from Canton.
Hainan, Chinese str., from Canton.
Luchow, British str., from Canton.
Ming Sang, British str., 969 tons, Capt. J. H. Ferguson, from Manila, with a general cargo—M. & Co.
Mishima Maru, Japanese str., 4,915 tons, Capt. Y. Takahashi, from Singapore, with a general cargo—N.Y.K.
Jai Lung, British str., 2,897 tons, Capt. J. Chalmers, from Singapore, with a general cargo—Kuen Sang.
President Cleveland, American str., 14,123 tons, Capt. Geo. W. Yardley, from Manila, with a general cargo—Pacific Mail S.S. Co.
President Jackson, American str., 8,377 tons, Capt. John Griffith, from Manila, with a general cargo—Admiral Oriental Line.
Tamha Maru, Japanese str., 3,870 tons, Capt. N. Wada, from Singapore, with a general cargo—N.Y.K.
Tan Overstraten, Dutch str., 2,837 tons, Capt. H. O. Burgo, from Singapore, with a general cargo—J.C.J.L.
Yat Ping Ho, British str., 516 tons, Capt. Wm. Ross, from Hoilow, with a general cargo—Cheong Yue & Co.

CLEARANCES.

August 12th.
Haledan, for Bangkok.
Suigong, for Swatow.
Taiher, for Foochow.
 August 13th.
Aurora, for Balikpapan.
Butang, for Bangkok.
Brongaroon, for Saigon.
Chili, for Canton.
Wop Sang, for Swatow.
Kingman, for Swatow.
Mishima Maru, for Shanghai.
Sai Lung, for Swatow.
Pealun, for Cheloo.
President Jackson, for Shanghai.
Sauind, for Shanghai.
Tamha Maru, for Shanghai.
Taushing, for Canton.

PASSENGERS.

ARRIVALS.
 Per s.s. *President Cleveland*, on August 13th.—Mr. and Mrs. H. G. Carnell, Mrs. Phillips and daughter, Mr. N. Navramitis, Mrs. E. R. Martin, and Mrs. K. Y. Lam, Mrs. C. Bull, Mr. J. R. Flint, and Mr. J. A. Murphy.
 Per N.Y.K. s.s. *Mishima Maru*, on August 13th.—For Hongkong: Mr. L. Armstrong, Mr. D. Bliss, Mr. P. C. Boncker, Miss E. J. Burgoine, Mr. J. I. Fernandez, Miss A. S. Fernandez, Mr. L. W. Klutz, Mr. H. Lall, Mr. P. E. J. Larm, Mr. H. Magauld, Mr. J. E. Noronha, Mr. R. J. Paily, Mr. G. B. Ren, Mr. J. E. Reynolds, Mrs. C. H. Wierman, Miss P. Wierman, Mrs. H. M. Warren, Mr. H. A. Wiggins, and Mrs. J. P. Feududs.
 DEPARTURES.
 Per P. & O. s.s. *Dunlop*, on August 13th.—Mr. and Mrs. H. J. Moysey, Lt. Comdr. F. E. Hutton, Miss M. Serebrennikoff, Mr. W. S. Daniel, Mrs. D. B. Newcomb, Mr. T. C. Djang, Mr. O. Fox, Mrs. M. Sedda, Miss A. Lindvall, Ft. Lt. E. V. Longinotto, Mr. and Mrs. H. J. Morris, Mr. H. G. Fairfield, Major and Mrs. C. H. Smith, Mr. and Mrs. E. A. Abernathy, Mr. C. A. Rao, Mr. E. W. Richards, Mr. and Mrs. H. Radford, Miss G. Birrell, Mr. J. A. Shaw, Mr. and Mrs. G. E. Strutt, Mr. and Mrs. R. E. Chard, Mr. G. Wright, etc.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Malva* arrived at Mar-
 shalls on August 11th, at 1 p.m.
 The R.M.S. *Empress of Russia* arrived at Shanghai on August 12th, at 10 a.m., left Shanghai on August 12th, at 6 a.m., and is due at Nagsaki to-day, at 9 a.m.
 The R.M.S. *Empress of Asia* left Vancouver for Hongkong, via Japan ports and Shanghai, on August 9th, and is due here on August 28th. She is due at Yokohama on August 20th.
 The Ben Line s.s. *Benedict*, from Middlebrook, Antwerp, and London, left Suez for this port (via Straits ports and Manila) on August 10th, and may be expected to arrive here on or about the 8th prox.
 The N.Y.K. s.s. *Katori Maru* (European line) arrived at Mar-
 shalls on August 11th, after a voyage of 31 days from Hongkong.

VESSELS EXPECTED

Amboise (M.M.), due August 28th.
Andre Lebon (M.M.), due August 17th.
Bellfron (Blue Funnel), due Sept. 7th.
Beurich (Blue Funnel), due to-day.
Grandville (M.M.), due September 11th.
Empress of Australia, due August 16th, 8 a.m.
Liezon (Blue Funnel), due to-day.
Nedlar (Blue Funnel), due August 31st.
Veronica (Blue Funnel), due Sept. 8th.
Perona (Blue Funnel), due August 25th.
Shimo Maru (T.K.K.), due August 21st.
Victoria, due August 27th.

CANADIAN PACIFIC

HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

	From Hongkong	Due Vancouver		From Osgood	Due Sugarc
Empress Australia	Aug. 24	Sept. 12	Montcalm	Sept. 21	Sept. 28
Empress Asia	Sept. 6	Sept. 24	Empress Scotland	Sept. 29	Oct. 4
Empress Canada	Sept. 22	Oct. 8	Empress France	Oct. 13	Oct. 19
Empress Russia	Oct. 4	Oct. 22	Empress Scotland	Oct. 27	Nov. 2
Empress Australia	Oct. 19	Nov. 7	Montcalm	Nov. 16	Nov. 23
Empress Asia	Nov. 1	Nov. 19	Empress Scotland	Nov. 24	Nov. 30
Empress Canada	Nov. 17	Dec. 3	Empress France	Dec. 9	Dec. 15
Empress Russia	Nov. 29	Dec. 17	Empress Scotland	Dec. 23	Dec. 29

Under Atlantic Sailings: 7 or 8 days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held subject to change without notice. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 732. Cables: GACANPAC.
 Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K.

THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE. £120-£110. First class throughout. Mono class steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO. VIA SHANGHAI, THE INLAND SEA, JAPAN AND HONOLULU.

STEAMERS. KOREA MARU (calling at Manila and Keelung) ... 22,000 tons, Aug. 16th.

SHINYO MARU (calling at Keelung) ... 22,000 tons, Aug. 31st.

SIBERIA MARU (calling at Keelung) ... 22,000 tons, Sept. 15th.

TAYO MARU (calling at Manila and Keelung) ... 22,000 tons, Sept. 28th.

HONGKONG TO VALPARAISO. VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO.

SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, AFRICA AND IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

STEAMERS. TONS. LEAVE HONGKONG. GINYO MARU ... 18,000 ... September 5th.

ANYO MARU ... 18,000 ... October 20th.

SEIYO MARU ... 18,000 ... December 4th.

BAKOYO MARU ... 18,000 ... January 15th.

JAPAN-HONGKONG-JAVA SERVICE.

OSAKA, KOBE, MOJI, Dairen, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA.

STEAMER. DESTINATION. LEAVE HONGKONG. PERBIA MARU (Keelung, Moji, Kobe & Osaka) ... August 17th.

NEW YORK LINE. (Freight only).

VIA JAVA AND SUEZ.

STEAMER. LEAVE HONGKONG. MEIYO MARU ... August 30th.

For full information regarding Passengers, Freight & Sailings. Apply to: Y. TSUTSUMI, Manager, King's Building, Tel. No. C. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITH.

WEATHER REPORT.

August 13th at 12.05.—Pressure has increased slightly to moderately at the majority of reporting stations.

A feeble anticyclone covers Japan, and a depression covers China.

The position of the Guam typhoon is uncertain.

Hongkong rainfall for the 24 hours ending at 10 a.m., 13th August, 0.47 inch. Total since January 1st, 64.54 inches, against an average of 58.18 inches.

The forecast for the 24 hours ending at noon, 14th Aug. is as follows:—

Direction: Forecast.

Hongkong to Gap Rock (S. winds, moderate; overcast, occasional rain).

Formosa Channel ... do.

South coast of China between Hongkong and Hainan ... do.

South coast of China between Hongkong and Lamook ... do.

HONGKONG TIDE TABLE

From August 14th to 20th, 1923.

Days of Week	Day of Month	H'kong Standard Time	Height	H'kong Standard Time	Height
Tue.	14	h. m.	ft. in.	h. m.	ft. in.
		10 55	7 7	3 46	2 5
		11 17	5 3	5 11	0 8
Wed.	15	10 53	7 4	4 31	2 4
		11 57	5 4	5 49	1 2
Thur.	16	11 44	6 5	5 20	2 4
				5 23	1 7
Fri.	17	0 41	5 6	4 18	2 6
		0 42	6 2	7 11	3 2
Satur.	18	1 31	5 7	7 27	2 7
		2 44	6 8	7 53	2 8
Sun.	19	2 28	5 8	8 59	2 7
		2 46	4 8	8 45	2 3
Mon.	20	3 34	4 9	10 46	2 6
		5 21	4 5	9 41	2 6

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 13th.

	Previous Day at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.59	29.68	29.68
Temperature	85	82	83
Humidity	80	87	86
Wind Direction	SW	SE	S
Force	4	3	2
Weather	0	0	0
Rain	0.00	0.00	0.67

Lightest open-air Temperature on 13th ... 86

Lowest open-air Temperature on 13th ... 81

ON SALE.

HONGKONG HANNAH REPORTS

of the MEETINGS of the

LEGISLATIVE COUNCIL for the

Session 1921.

Revised by the Members.

PREFACE.

DAILY PRESS OFFICE.

ON SALE.

BOUND VOLUMES of the HONGKONG

WEEKLY PRESS, July to December

1922.

With Index. Price \$2.50.

On sale at the Hongkong Daily Press.

HONGKONG WEEKLY

PRESS.

CONTAINING ALL THE WEEKS

LOCAL NEWS.

See Paper to send Home.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

via

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

"PRESIDENT CLEVELAND" ... Aug. 15th.

"PRESIDENT PIERCE" ... Aug. 29th.

Sailing and Fare subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120

FIRST CLASS THROUGHOUT.

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

£110

ONE CLASS STEAMERS ON ATLANTIC.

VISIT

SAN FRANCISCO
LOS ANGELES
SALT LAKE
CHICAGO
NEW YORK

CONNECTING WITH ANY

DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT

YOSEMITE
GRAND CANYON
FEATHER RIVER
YELLOW STONE PARK
NIAGARA FALLS.

HONGKONG—MANILA

"PRESIDENT PIERCE" ... Aug. 20th.

"PRESIDENT WILSON" ... Sept. 3rd.

HONGKONG—CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" ... 3322. HOLYOAK, MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America. \$3405, \$3420, \$3440.

SHIDYUOKA MARU ... Wednesday, 5th Sept., at 11 a.m.

KAGA MARU ... Monday, 15th Oct.

MARSHALLS, LONDON & ANTWERP via Singapore & SINGAPORE.

HAKONE MARU ... Tuesday, 21st Aug., at 4 p.m.

SUWA MARU ... Thursday, 25th Aug., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

MATSUYE MARU ... First half Sept.

LIVERPOOL via MARSEILLE & VALENCIA.

DARBAN MARU ... First half Sept.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Wednesday, 15th Aug., at 11 a.m.

TANGO MARU ... Wednesday, 15th Sept., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

LISBON MARU ... First half Sept.

BURNES ATRES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... End Oct. or beginning Nov.

BOMBAY via Singapore and Colombo.

WAKASA MARU ... Monday, 27th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

RANGOON MARU ... Saturday, 25th Aug.

NA, OSAKI, KOBE & YOKOHAMA.

TANGO MARU ... Saturday, 18th Aug., Afternoon

SEAGRAM KOBE & YOKOHAMA.

TAMBA MARU ... Tuesday, 14th Aug., at 11 a.m.

MISHIMA MARU ... Tuesday, 14th Aug., at 10 a.m.

HAKOSAKI MARU ... Sunday, 25th Aug.

HAKOSAKI MARU ... Tuesday, 28th Aug.

For further information apply to—NIPPON YUSEN KAISHA

—Telephone: Central 41—232, 233 & 2322.

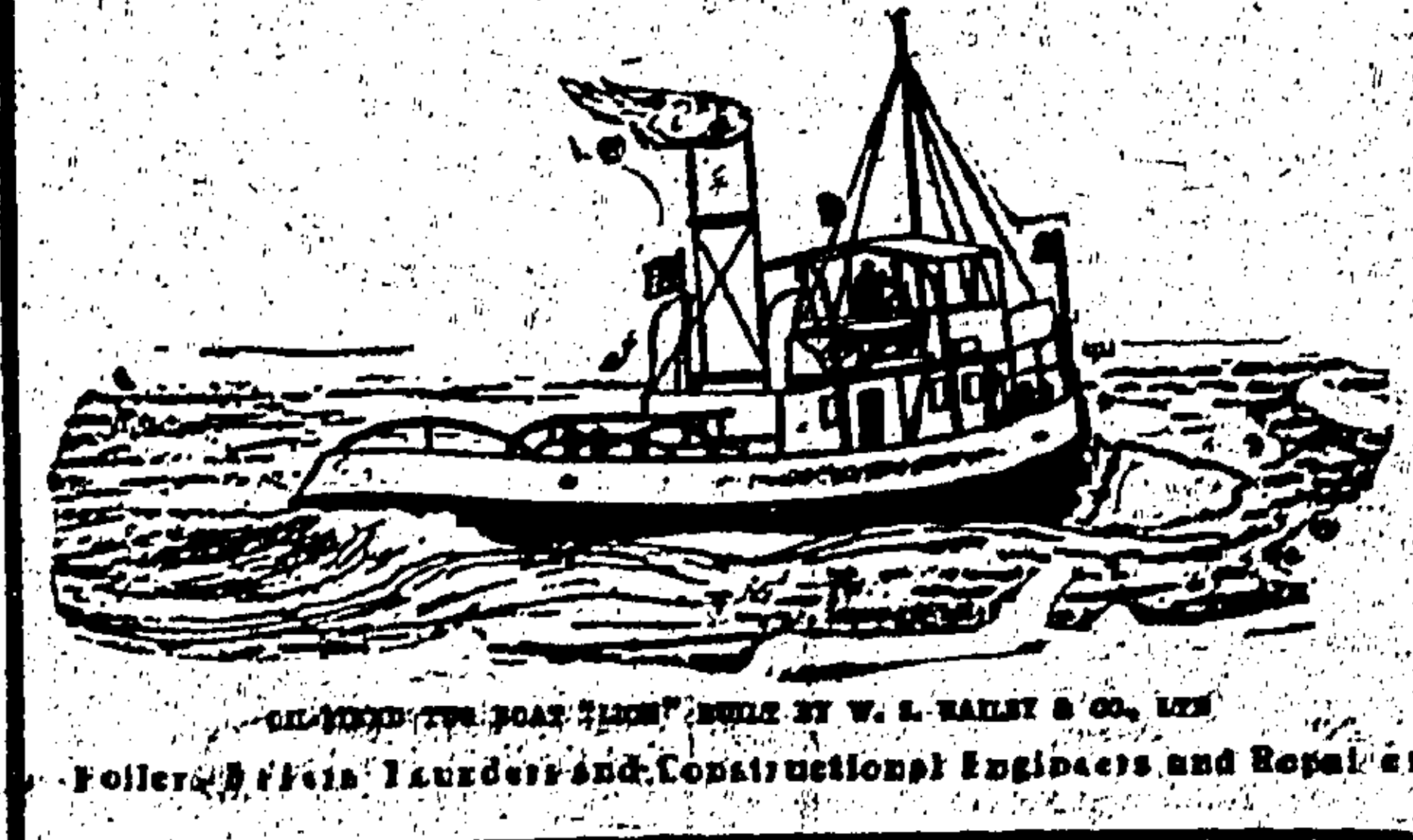
F. OGURI, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers;

Vessels built and shipped for re-erection abroad.



WATER-TUBE BOILERS

USE IN NAVY AND MERCANTILE MARINE.

Some interesting details relating to the invention and development of the water-tube boiler have been contributed to *Engineering* by Sir H. J. R. Kennell. The idea which gave rise to the invention of the water-tube boiler, says the writer, dates back more than a century. Examples of efforts in this direction are found as far back as 1594, in a boiler originating with Count Rumford, under whose direction boilers were made for the lecture room of the Royal Institution, in which the water was divided up into comparatively small cylinders. In 1805 a boiler invented by John Cox Stevens, an American engineer, which was really a shell containing a large number of water tubes—was put into use. In 1815 a boiler was designed by Trevithick on similar lines to Count Rumford's boiler, in which some of the small cylindrical vessels were closed at one end, and hanging from a receiver, vertically.

In 1825 the first design appeared in which the steam generating portion of the boiler consisted entirely of tubes, and in 1836 a boiler was made by Stephen Wilcox, one of the originators of the firm of Babcock and Wilcox, Ltd., which appears to have been the forerunner of the early designs of the Babcock and Wilcox boiler.

Whilst before 1880 the design was brought in appearance and on general lines into a resemblance of the present-day design, and many installations of it were carried out in America before 1880, it was not until this time that it made its appearance in Great Britain; one of the first important installations with which the author was connected was carried out in 1882, and consisted of 10 boilers for Messrs. David Colville's steel works, which, it may be incidentally mentioned, are still in operation. The boiler was then made with cast-iron headers and mud-drums, and the steam drumheads were likewise of cast-iron—the cast-iron being a specially strong mixture—and in those days pressures were rarely above 120lb. per square inch.

In 1882 the boiler was used for the first electric light plant for public incandescent lighting—that of the Edison Co. in Holborn Viaduct; and just as electrical engineers are the most progressive and sympathetic to an innovation at the present time, so they were amongst the first to appreciate the merit of the design in those days. The boiler rapidly grew in favour, and it was not long before the construction required altering in detail to meet higher pressures, and works required to be built for manufacturing it on a larger scale.

The opposition to the use of the boiler, made by the makers of shell boilers, which was very great, need not be gone into, but the criticisms led to improvements, amongst which the most notable was the substitution of wrought-steel for the cast-iron, for which the inventing of special machinery was necessary; and the nucleus of the present works was established in 1885. From this date onwards the boiler grew in favour, and began to spread itself in other parts of the world.

In 1901 a design of it was evolved for use in marine work, and in that year it was first successfully employed for such service. The British Navy adopted it after the well-known investigations that were carried out by a Royal Committee in 1904, and it was installed, by the Admiralty, in a large number of vessels. Unfortunately, many of these vessels have been scrapped under the new naval agreement, but such vessels as the *Benbow*, *Tiger*, and *Queen Elizabeth* still exist. A great many ships fitted with the boilers took part in the great war, and the record of the boilers, under the exigencies of war service, was entirely satisfactory. It is noteworthy that at the present time it is used in the mercantile marine for all classes of vessels from a steam tug to an Atlantic liner, and its position has been thoroughly established. The use of water-tube boilers has now become so general that the British Marine Engineering Design and Construction Committee were called upon to propose regulations for their construction, and this has resulted in the establishment by the Board of Trade, and the leading marine survey bodies, of official rules governing details of construction.

THE "VICTORY" NOT YET SAVED.

Admiral of the Fleet Sir Doveton Sturdee was able to give an encouraging account of the progress made in restoring the *Victory* when he addressed the Society for Naval Research the other day. The work is going on well, but of the £200,000 which it will cost before the end of the year, £11,000 has still to be subscribed. This amount would be forthcoming in a week if the need for it were more generally appreciated. The Press can help the good cause by giving it a little more publicity. When it became known that Nelson's flagship was in danger of falling to pieces, a fair sum of money was quickly contributed, but since then there has been a falling-off in the response, doubtless because of a mistaken impression that no more cash is needed.

It would, indeed, be unfortunate if the work were to be held up for lack of funds when it is making such excellent progress. The aim of the Society for Naval Research is to effect a complete reproduction of the vessel as she went into action at Trafalgar. There is, I believe, some difference of opinion among naval antiquarians as to certain details of her rig and equipment on that historic occasion. Generally speaking, however, her external and internal appearance in the year 1805 is well known to all interested in naval lore. Steel is to be used for the new masts and spars, together with iron rigging, for the sake of durability, but the change will not be noticeable. If it is found possible to arm the ship with guns of the period, and recover the original anchor, the old *Victory*, in her new guise will be a more interesting relic than ever, especially to the younger generation. *Naval and Military Record*.

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

A. "KASAMA" ... 3rd Sept. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

B. "CITY OF GLASGOW" ... 28th Aug. ... Marseilles, London, Rotterdam & Hamburg.

PASSAGE RATES TO LONDON.

A. Class Steamers ... 1st Class £92 - 2nd Class £62
 B. Class Steamers ... 1st Class £84 - 2nd Class £54
 C. Class Steamers ... 1st Class £58

B. & C. Class Steamers comprise those of the Cargo type, which have accommodation for a few passengers but do not carry Doctor or Stewards.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.
 (Tel. Central 7807)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

A. "TALITHYRUS" ... via Suez Canal ... 14th August.
 B. "CITY OF BOSTON" ... via Suez Canal ... 25th August.
 C. "ANTIOCHUS" ... via Suez Canal ... 5th Sept.
 D. "BELLEROPHON" ... via Suez Canal ... 15th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
 (JOHN SWIRE & SONS, LTD.) HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. to Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ORAMBORD	13th July	17th Aug.	20th Aug.
PAUL LECAT	27th July	26th Aug.	3rd Sept.
ANDRE LEBON	10th Aug.	11th Sept.	1st Oct.
AMBOISE	24th Aug.	25th Sept.	15th Oct.
CORDILLERE			29th Oct.
ANGERS			

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including 1st Class Wine and Free Doctor's Attendance.)

A. Class (1st Class) ... £ 85. 0s. 0d. B. Class (1st Class) ... £ 85. 0s. 0d.
 STEAMERS (2nd) ... £ 68. 0s. 0d. STEAMERS (2nd) ... £ 62. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

A. "E. DOBIE" loading for HAVRE, ANTWERP & DUNKIRK, about 1st August.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3, QUEEN'S BUILDING.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIHONG ... Capt. W. G. Passmore ... Wednesday, 16th Aug., at 12 Noon.
 HAIPHONG ... Capt. Ellis Walker ... Friday, 17th Aug., at 1 p.m.
 FAOCHING ... Capt. J. S. Thomson ... Tuesday, 21st Aug., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blakes Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.
 (General Managers.)

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR:

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
 THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TORIO

No. 14, PEDDER ST., HONGKONG

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES
 STRAITS, JAVA, BURMA, OCEAN, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"KASHMIR"	5,273	22nd Aug.	Mars. Gib. London & Antwerp.
"ALFORD"	5,273	22nd Aug.	Singapore, Penang, Colombo & B'way.
"MACEDONIA"	11,089	7th Sept.	Singapore, Penang, Colombo & B'way.
"SICILIA"	6,813	20th Sept.	Singapore, Penang, Colombo & B'way.
"DONGOLA"	5,958	21st Sept.	Singapore, Penang, Colombo & B'way.
"MANTUA"	10,992	4th Oct.	Singapore, Penang, Colombo & B'way.
"SOUADAN"	6,897	17th Oct.	Singapore, Penang, Colombo & B'way.
"KARMA"	9,098	18th Oct.	Mars. Gib. London & Antwerp.
"CALIFORNIA"	7,923	2nd Nov.	do.
"NELLORE"	6,853	4th Nov.	do.
"MALWA"	10,941	16th Nov.	do.
"KALIAN"	9,063	20th Nov.	Singapore, Penang, Colombo & B'way.
"SOUDAN"	6,897	13th Dec.	do.

1924.

S.S.	Tonnage	From Hongkong (about)	Destination
"MACEDONIA"	11,089	25th Jan.	(MARSEILLES & LONDON via Usual Ports of Call)
"KASHGAR"	8,840	8th Feb.	do.
"MOREA"	10,911	22nd Feb.	do.
"KARMA"	9,098	7th March	do.
"NAIDERA"	15,993	21st March	do.
"KALIAN"	9,063	4th April	do.
"CHINA"	7,923	18th April	do.

BRITISH INDIA - APCAR SAILINGS

S.S.	Tonnage	From Hongkong (about)	Destination
"WARINA"	2,150	18th Aug.	Bangkok, Penang & Calcutta.
"JANUS"	4,324	31st Aug.	do.
"JAPAN"	6,057	4th Sept.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tonnage	From Hongkong (about)	Destination
"EASTERN"	4,000	1st Sept.	Manila, Cebu, Iloilo, Zamboanga, Singapore, Penang, Colombo, Sydney & Melbourne.
"ARAFURA"	6,000	6th Oct.	do.

Frequent connections from Australia with the following:

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Port of Spain.

SAILING TO SHANGHAI & JAPAN

S.S.	Tonnage	From Hongkong (about)	Destination
"MANTUA"	10,992	25th Aug.	Shanghai, Moji, Kobe & Yokohama.
"SICILIA"	6,813	29th Aug.	Shanghai, Moji, Kobe & Yokohama.
"YANTA"	6,958	29th Aug.	Yokohama & Kobe.
"KARMA"	9,098	8th Sept.	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	11th Sept.	Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

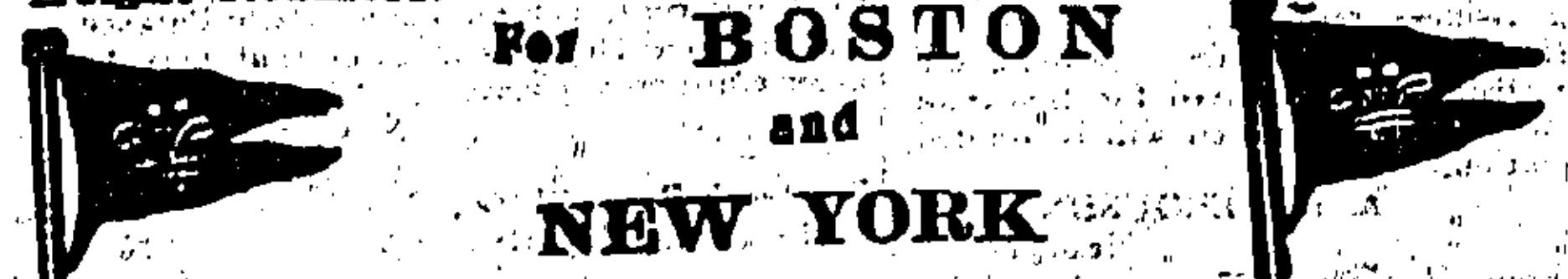
Passengers for Rangoon must delay their own Hotel expenses to Singapore while waiting for the carrying steamer.
 First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.
 Passengers measuring not more than 24 ft. x 9 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passages, Fares, Freight, Handbooks, etc., apply to—
MACKINNON MACKENZIE & CO.
 22, Des Voeux Road Central, HONGKONG.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "MOORISH PRINCE" ... on 1st September, at Noon.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,
 (Incorporated in Great Britain)
 St. George's Building.
 Telephone: Central 3164
 Telegrams: (Furprince)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.
 RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Suez.
 SINGAPORE, Colombo, Durban and Capetown—Passenger Service.
 "MEXICO MARU" (Call at Montevideo) ... Friday, 17th Aug.

BOMBAY—fortnightly service via Singapore and Colombo.
 "SUMATRA MARU" ... Monday, 20th Aug.
 "ARGUN MARU" ... Tuesday, 4th Sept.

SAIGON, BANGKOK, SINGAPORE & DELHI—Regular monthly Passenger Service.
 "BRUSH MARU" ... Saturday, 1st Sept.

CALCUTTA—Monthly Service via Singapore and Rangoon.
 "INDO MARU" ... Wednesday, 15th Aug.

VICTORIA, BRATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND POINTS U.S. & CANADA—Passenger Service.
 "AFRICA MARU" ... Friday, 17th Aug.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
 "ALASKA MARU" ... Beginning of Aug.
 "ATLAS MARU" ... Beginning of Sept.

JAPAN PORTS—Kobe, Yokohama via Shanghai.
 "PARIS MARU" (Not Call at Moji) ... Thursday, 16th Aug.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.
 "AMAKUSA MARU" ... Wednesday, 22nd Aug., Noon.
 TAKAO via SWATOW & AMOY.
 "BOHEI MARU" ... Thursday, 16th Aug., 10 a.m.
 TAKAO & KEELUNG.
 "BUSHO MARU" ... Thursday, 16th Aug.

For sailing dates and further particulars please apply to K. BEIMA, Manager.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
SWATOW & BANGKOK	"KWANGCHOW"	On 14th Aug. 4 p.m.
MANILA	"TAMING"	On 15th Aug. 4 p.m.
AMOY & SHANGHAI	"KANGHONG"	On 16th Aug. 4 p.m.
SWATOW	"CHIEKIANG"	On 16th Aug. Noon.
SWATOW & SHANGHAI	"YINGCHOW"	On 16th Aug. 4 p.m.
SWATOW & SINGAPORE	"KUNGHONG"	On 17th Aug. D.L.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 18th Aug. D.L.
SWATOW & BANGKOK	"KALGAN"	On 21st Aug. 4 p.m.
AMOY & SHANGHAI	"SUNNING"	On 21st Aug. 4 p.m.
HONGKONG, FAHPOI & HAIPHONG	"YUNNAN"	On 22nd Aug. 9 a.m.
MANILA	"TEAN"	On 22nd Aug. 4 p.m.
SWATOW & SHANGHAI	"LIANGCHOW"	On 23rd Aug. 4 p.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pakow), Tuesdays and Saturdays (extending to all Tinian), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wuchang.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—
 BUTTERFIELD & SWIRE
 (JOHN SWIRE & SONS, LTD.)
 Agents.
 Telephone Central 38.
 CARGO & "APCAR" CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sulu, & Aus. Ports
"CHANGSHA"	25th August	19th August 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For Freight and Passage apply to—
 BUTTERFIELD & SWIRE
 (JOHN SWIRE & SONS, LTD.) Agents.
 Telephone Central No. 38.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE

U.S.S.B. "West Chopaka"	Due Hongkong 31st Aug.
U.S.S.B. "West Carmona"	Leave Hongkong 1st Sept.
U.S.S.B. "West Carmona"	Due Hongkong 21st Sept.
U.S.S.B. "West Carmona"	Leave Hongkong 2nd Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, ILOILO, CEBU AND ZAMBOANGA.

U.S.E.F. "West Chopaka" ... Due Hongkong 18th Aug.

U.S.E.F. "West Carmona" ... Leave Hongkong 16th Aug.

TO MANILA AND SINGAPORE.

U.S.E.F. "West Carmona" ... Due Hongkong 19th Aug.

U.S.E.F. "West Carmona" ... Leave Hongkong 21st Aug.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY

1st Floor, Queen's Building.

General Agent for

JAPAN-CHINA-PHILIPPINES

INDO-CHINA-STRAITS & JAYA

E. A. BEYUM, Res. Agent.

300,428,71

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

ZOOZMERKIA

